CANEPARO ASSOCIATES
Transport Planning & Highway Design

DNA Uxbridge Ltd

High Street, Uxbridge

Healthy Streets Transport Assessment

March 2024

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1 INTRODUCTION 1

Healthy Streets Approach & Vision Zero 2
Transport Assessment Structure 2

2 SITE AND SURROUNDINGS 4

Site Location 4
Local Highway Network 6

3 PROPOSED DEVELOPMENT 8

Access 8
Parking 9
Public Realm 10
Servicing and Waste Strategy 10

4 TRANSPORT POLICY 11

National Guidance 11
Regional Transport Policy 12
Local Transport Policy 19
Policy Summary 25

5 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT 27

Accessibility by Active Modes 27
Active Travel Audit 32
The Review Process 38

6 TRIP GENERATION 55

Proposed Co-Living Trip Generation 55
Proposed Hotel Trip Generation 58
Total Proposed Trip Generation 61

7 EFFECTS OF THE DEVELOPMENT 63

Impact on the Pedestrian Network 63
Healthy Streets Indicators 66
Impact Upon the Cycle Network 69
Public Transport Impact 72
Access Strategy 74
Traffic Impact 76
Taxis 77
Coach Pick-up/ Drop-off 78
Car Parking 78
Servicing Strategy 80

8 MITIGATION MEASURES 83
Delivery & Servicing Plan 83
Residential Travel Plan 84
Hotel Travel Plan 84
Construction Logistics Plan 84
9 SUMMARY AND CONCLUSION 85
Summary 85
Conclusion 86

Appendices

Appendix A - Pre-Application Scoping Note and Advice Recieved
Appendix B - Residential TRICS Data
Appendix C - Hotel TRICS Data
Appendix D - Proposed Stopping-Up Plan
Appendix E - Existing and Proposed Highway Arrangement Plans
Appendix F - Vehicle Swept Path Analysis

1 INTRODUCTION

1.1 Caneparo Associates has been appointed by DNA Uxbridge Ltd ('the Applicant') to provide traffic and transportation advice in relation to the proposed development of the site known as 148-154 High Street, Uxbridge, UB8 1JY ('the site') within the London Borough of Hillingdon ('LBH').

1.2 The site comprises a prominent site in the centre of Uxbridge which fronts High Street, Belmont Road and Bakers Road. The existing site is a mixed-use development with retail units at the ground floor level and offices on the upper floors.

1.3 The Proposed Development is for the redevelopment of the site to deliver a mixed-use scheme comprising 1,115sqm GIA of Class E retail floorspace fronting High Street and Belmont Road, a 162-bed hotel and 320 co-living rooms with associated amenities and facilities. The proposals also incorporate a public courtyard to allow for significant improvements to the existing Cocks Yard walking route, along with associated cycle parking and accessible car parking.

1.4 The description of development for the application is as follows:

"Demolition of the existing buildings and comprehensive redevelopment of the site to provide a mixed use development comprising hotel (Class C2), co-Living (Class Sui Generis) and replacement commercial floorspace (Class E) alongside open space, landscaping and public realm improvements, basement parking and refuse storage"

1.5 Caneparo Associates has extensive experience of working on development proposals of this nature within London, including in the London Borough of Hillingdon. It is with the benefit of this experience, on-site observations, and pre-application discussions with LBH and the GLA (including TfL) that this report has been prepared. The scheme has evolved through extensive pre-application discussions with the London Borough of Hillingdon, the Greater London Authority ('GLA') and Transport for London (TfL).

1.6 A copy of the pre-application Scoping Note prepared by Caneparo Associates in addition to the response from LBH and a copy of the GLA pre-application response note are included at **Appendix A**.

Healthy Streets Approach & Vision Zero

1.7 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this Transport Assessment has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy, which aims to remove all deaths and serious injuries from London's transport network by 2041.

1.8 The scheme has sought to transform the surrounding public realm to prioritise pedestrians and cyclists, with the creation of a new public courtyard to enhance the existing Cocks Yard walking route, therefore improving safety and connectivity in Uxbridge town centre in addition to setting back the building on both Belmont Road and Bakers Road to enable a widened footway provision, improving pedestrian amenity and comfort.

1.9 Overall, the proposals lead to a design whereby car dominance is omitted within the public realm, pedestrian conflict is minimised, and pedestrian comfort prioritised offering a more attractive, accessible area for the public, employees, visitors, and local residents.

Transport Assessment Structure

1.10 This Transport Assessment (TA) has been prepared following a detailed site visit as well as pre-application advice received from LBH, TfL and the GLA. It has been prepared in line with local policy as well as TfL's guidance regarding Transport Assessments, to examine the effects of the proposals on people as well as the local transport network. It considers whether the proposals are convenient for people of all abilities to walk, cycle and use public transport, as well as exploring the requirements for servicing the development.

1.11 In addition to this TA, a Residential Travel Plan ('RTP'), Hotel Travel Plan ('HTP'), Delivery & Servicing Plan ('DSP') and an Outline Construction Logistics Plan ('CLP') accompany the application; these have been prepared to fully consider and manage the potential transport and highways effects of the proposed development.

1.12 The remainder of this report is structured as follows:

- Section 2 describes the site, and location;
- Section 3 outlines the development proposals;
- Section 4 reviews the relevant transport planning policy;
- Section 5 details the site accessibility and presents the Active Travel Audit;
- Section 6 presents the multi-modal trip generation;
- Section 7 describes the effects of the development;
- Section 8 presents mitigation measures; and
- Section 9 provides a summary and conclusion.

2 SITE AND SURROUNDINGS

2.1 This section describes the site and existing development in the context of the surrounding area.

Site Location

2.2 The site comprises a prominent site in the centre of Uxbridge, located to the east of High Street, south of Belmont Road and west of Bakers Road. To the south of the site is Cocks Yard, a pedestrian route connecting Bakers Road and High Street.

2.3 At present the site is occupied by several retail units across the ground floor on High Street and Belmont Road, with limited frontage on Bakers Road; this is principally used for vehicular access. Bakers Road additionally features several entrances providing access to the upper floor accommodation of the site, which is formed primarily of offices.

2.4 The site lies within the Town Centre boundary for Uxbridge, as defined within the Hillingdon Local Plan. The site falls within the London Plan's Metropolitan Town Centre designation. The location of the site with respect to the local transport network is shown at **Figure 2.1** below.

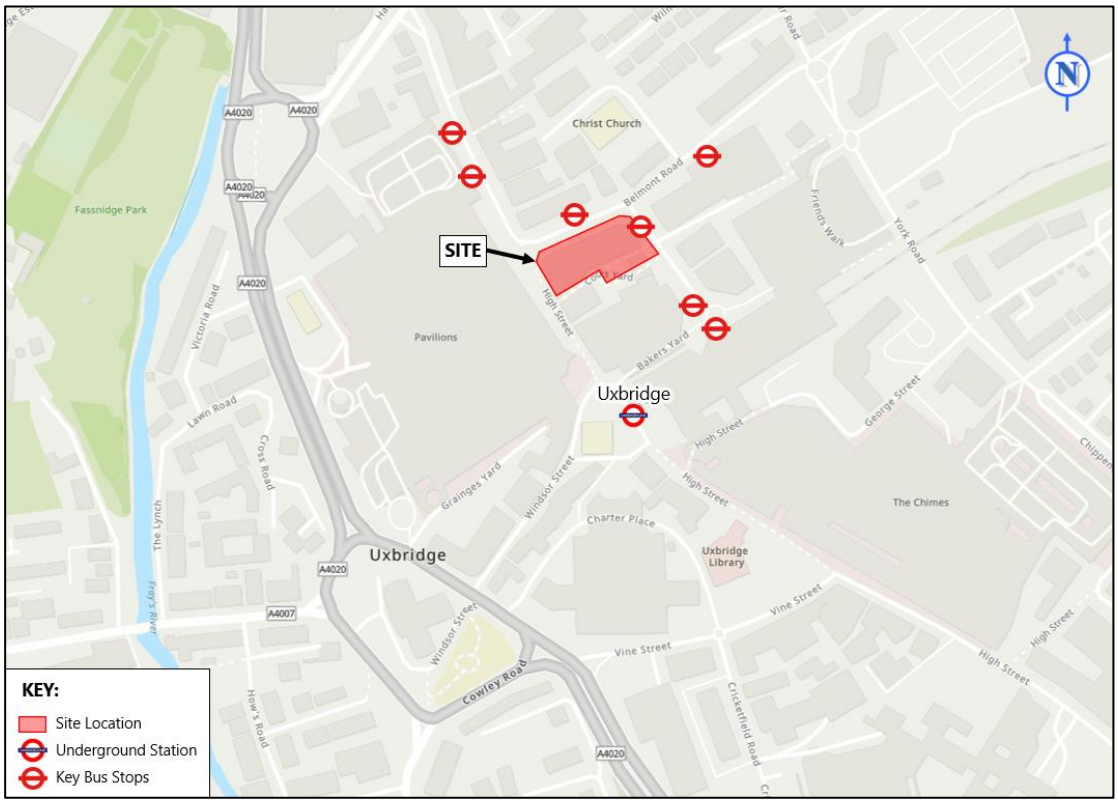


Figure 2.1: Site Location Plan *Source: ArcGIS Pro 2024*

2.5 Uxbridge London Underground station is located circa 50m south of the centre of the site, is accessed from Bakers Road, and provides access to the Metropolitan and Piccadilly lines. Additionally, numerous bus services can be accessed from the bus stops located on the surrounding roads such as Belmont Road and High Street.

Existing Vehicular Access

2.6 Three existing vehicular accesses into the site are provided from Baker's Road, as follows:

- Entrance to Ground Floor Parking and Servicing Courtyard;
- Exit from Ground Floor Parking and Servicing Courtyard; and,
- Two-way access to basement car parking area, including a 130-space public car park.

2.7 The relationship of the existing ground floor arrangement in the context of the existing street scene is shown in **Figure 2.2** below.

Figure 2.2: Existing On-Street Highway Arrangement

2.8 It is evident that bus stop markings have been installed on Baker's Road across the site frontage which block accesses into the site, with only the existing vehicular entrance into the ground floor courtyard servicing area free of obstruction. Typically, bus stops and loading bays would not be located across an existing access as if a bus is waiting, vehicles are unable to enter or leave the site and risk blocking the highway. This makes for a peculiar arrangement which restricts the opportunities of the site.

Local Highway Network

High Street

2.9 High Street operates in a broadly northwest-southeast orientation to the west of the site, connecting the A4020 Oxford Road to the north with the A4020 Hillingdon Road / B483 Park Road to the south. High Street is largely pedestrianised, with the section directly west of the site being fully pedestrianised and circa 17m in width.

Belmont Road

2.10 Belmont Road operates in a broadly northeast-southwest orientation to the north of the site, connecting the B384 Park Road to the northeast with High Street to the southwest. Outside the site Belmont Road is circa 13m in width however accessible parking and bus stops limit the space for general traffic flow to circa 7m. Belmont Road offers two-way traffic flow which is subject to a speed limit of 30mph.

2.11 Outside the site on the northern side of the carriageway there is a large bus stop of circa 35m in length (Belmont Road Stop 'D'). On the southern side of the carriageway there are 6 accessible parking bays with an overall of length of 39.6m, in addition to a motorcycle parking area, which is circa 6m long and operates Monday – Saturday from 08:00-18:30.

2.12 To the northeast of the site there are several pay and display parking bays on Belmont Road with a maximum stay of 2 hours from Monday to Saturday between 08:00-18:30. The remainder of Belmont Road is controlled by double yellow lines / zigzag white lines located on both sides of the carriageway, preventing parking at all times.

Bakers Road

2.13 Bakers Road operates in a broadly north-south orientation to the west of the site as a cul-de-sac, connecting with Belmont Road to the north and offering access to Uxbridge bus station and Bakers Yard, an access only road, to the south. Bakers Road is circa 13.5m in width, however, due to a bus stand on the east side of the carriageway and a loading bay plus bus stops on the west side of the carriageway, Bakers Road is restricted to circa 7.5m in width. Bakers Road offers two-way traffic flow and is subject to a speed limit of 30mph.

2.14 Directly outside the site on the eastern side of the carriageway there is a bus stand of circa 37m in length. On the southern side of the carriageway there are 2 bus stops (Uxbridge Station Stop 'O' to the north and Uxbridge Station Stop 'N' to the south) along with a loading bay, which is circa 18m in length and restricts loading to a maximum of 20 minutes.

3 PROPOSED DEVELOPMENT

3.1 The Proposed Development is for the redevelopment of the site to deliver a mixed-use scheme comprising retail, co-living, and hotel elements. The proposed development comprises the following key elements:

- 1,115sqm GIA of Flexible Class E retail floorspace;
- 320 co-living rooms;
- 162-bed hotel;
- Associated amenities for the co-living rooms, including a gym, a screening room, a laundry/games room and a two-storey co-working office space;
- New public courtyard at the centre of the site, new pedestrian access route through the site and improvements to the existing Cocks Yard walking route to the south of the site;
- Cycle parking in accordance with the London Plan (2021) standards;
- Provision of 9 accessible car parking spaces in a basement car park; and
- Waste storage in accordance with LBH standards.

Access

3.2 Access into the various scheme elements is considered in turn below:

- Pedestrian access into the retail units will be possible from their respective frontages onto High Street and Belmont Road respectively.
- Pedestrian access into the hotel will be achieved from Belmont Road via a dedicated entrance and foyer – guests will then need to travel to the 9th floor to access the hotel reception.
- Pedestrian access into the co-living units will be achieved from Belmont Road and Bakers Road.

3.3 Access into the various scheme elements will also be possible from within the proposed courtyard to provide greater activity and natural surveillance.

3.4 Vehicular access into the site will be consolidated and reduced to provide a single point of access from Bakers Road, approximately where Cock's Yard is located. The vehicular access will be formed of a single-way working ramp with space at the top and bottom for vehicles to pass one another; it will be controlled by traffic signals and will serve accessible car parking and cycle parking only.

3.5 Access to the basement long-stay cycle stores will be achieved using either the vehicular access or a dedicated cycle lift accessed from within the proposed courtyard.

3.6 The proposals are underpinned by significant improvements to the Cock's Yard walking route between High Street and Bakers Road, including the provision of an attractive and landscaped courtyard and the delivery of an improved pedestrian route through to Belmont Road to improve permeability.

Parking

Car Parking

3.7 The proposed development will be served by 9 accessible car parking spaces located at basement level, of which 4 spaces will serve the co-living units and the remaining 5 spaces will serve the proposed hotel.

Cycle Parking

3.8 Cycle parking will be provided in accordance with London Plan standards and designed in accordance with the London Cycle Design Standards, with all long-stay cycle parking provided at basement level with short-stay cycle parking provided at ground floor within the demise of the site.

3.9 In total, 263 long-stay cycle parking spaces are proposed, illustrated below and considered in further detail within Section 7.

- 240 long-stay spaces for the co-living use;
- 14 long-stay spaces for the retail use; and,
- 9 long-stay spaces for the hotel use.

Public Realm

3.10 The proposals are underpinned by a landscape-led public realm strategy incorporating a new pedestrian route through the site including a new link which will connect Belmont Road to the north with Cocks Yard to the south.

Servicing and Waste Strategy

3.11 The proposed deliveries, servicing and waste collection strategy has been developed to reflect the pre-application discussions undertaken with LBH. All servicing activity will occur on-street, using the proposed loading bay on Belmont Road, or the proposed double-yellow line restrictions available on Baker's Road.

3.12 Waste stores associated with the development have been designed in accordance with LBH guidance; these are located as close as possible to the site frontage to reduce drag distances, whilst also seeking to maximise active site frontage.

4 TRANSPORT POLICY

4.1 This section summarises the relevant transport policies at national, regional and local level which have been considered.

- National Planning Policy Framework (2023)
- The London Plan (2021)
- The Large Scale Purpose-built Shared Living London Plan Guidance (2024)
- The Mayor's Transport Strategy (2018)
- Hillingdon Local Plan Part 1 – Strategic Policies (2012)
- Hillingdon Local Plan Part 2 – Development Management Policies (2020)
- LBH Local Plan Part 2 – Site Allocations and Designations (2020)

National Guidance

National Planning Policy Framework (December 2023)

4.1 The National Planning Policy Framework (NPPF) was updated in December 2023 following the previous revised September 2023 issue and sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy.

4.3 The Chapter notes at Paragraph 108 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

4.4 Paragraph 115 states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

4.5 Paragraph 116 highlights what developments should provide which are listed below:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.6 The Chapter concludes at Paragraph 117 that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

Regional Transport Policy

The London Plan (March 2021)

4.7 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

4.8 Policy T1 sets out a number of strategic aims, key aims include:

A. *"Development Plans should support, and development proposals should facilitate:*

1) *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

4.9 Policy T4 - Assessing and mitigating transport impacts provides the following advice:

B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*

4.10 Policy T5 – Cycling states the following:

A. *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

(i) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

(ii) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision."*

4.11 The level of cycle parking that should be provided is outlined within Table 10.2 of the London Plan supporting Policy T5 Cycling. The site is located in an area with higher cycle parking standards. These standards are detailed with reference to the site in **Table 4.1** below:

Table 4.1: London Plan Cycle Parking Standards		
Use Class	**Minimum long-stay cycle parking**	**Minimum short-stay cycle parking**
A1 Food retail above 100 sqm	1 space per 175 sqm (GEA)	Area with higher cycle parking standards: • First 750 sqm: 1 space per 20 sqm; • Thereafter: 1 space per 150 sqm (GEA) Rest of London: • First 750 sqm: 1 space per 40 sqm; • Thereafter: 1 space per 300 sqm (GEA)
A1 Non-food retail above 100 sqm	• First 1000 sqm: 1 space per 250 sqm (GEA) • Thereafter: 1 space per 1000 sqm (GEA)	Area with higher cycle parking standards: • First 100 sqm: 1 space per 60 sqm; • Thereafter: 1 space per 500 sqm (GEA) Rest of London: • First 1000 sqm: 1 space per 125 sqm; • Thereafter: 1 space per 1000 sqm (GEA)
A2-A5 Financial / professional services; cafes and restaurants; drinking establishments; take-aways above 100 sqm	• 1 space per 175 sqm GEA	Area with higher cycle parking standards: • 1 space per 20 sqm (GEA) Rest of London: • 1 space per 40 sqm (GEA)
B1 Business Offices	Area with higher cycle parking standards: • 1 space per 75 sqm (GEA) Rest of London: • 1 space per 150 sqm (GEA)	• 1 space per 500 sqm GEA for the first 5,000 sqm, with 1 space per 5,000 sqm GEA thereafter
C1 hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	• 1 space per 20 bedrooms	• 1 space per 50 bedrooms
C3-C4 Dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwelling	• 5 to 50 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings
D1 Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
D1 Health Centre, including dentists	1 space per 5 FTE staff	1 space per 3 FTE staff
D2 Sports (Gym)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)

4.12 In terms of car parking Policy T6 states:

A. "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

D. The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non residential disabled persons parking."

G. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

I. Adequate provision should be made for efficient deliveries and servicing and emergency access.

J. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design".

4.13 Paragraph 10.6.4 of the London Plan provides additional justification and supporting text to consider the level of car parking proposed and reads as follows:

"10.6.4 When calculating general parking provision within the relevant standards, the starting point for discussions should be the highest existing or planned PTAL at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling. Disabled persons parking provision for Blue Badge holders, car club spaces and provision for electric or other Ultra-Low Emission vehicles should be included within the maximum provision and not in addition to it"

4.14 Policy 6.1 (residential Parking) provides further considerations with respect to residential car parking and notes the following which are pertinent to the planning application:

"A. New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B. Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D. Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E. Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F. The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) *ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
2) *demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."*

4.15 Table 10.1 of the London Plan states that residential development in the Central Activities Zone, Inner London Opportunity Areas, Metropolitan and Major Town Centres, all areas of PTAL 5-6 and Inner London PTAL 4 should be car-free.

4.16 Policy T7 (Deliveries, Servicing and Construction) states the following which is pertinent to the planning application.

G. "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and

Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

Large Scale Purpose-built Shared Living London Plan Guidance (February 2024)

4.17 The Large-scale purpose-built shared living (LSPBSL) London Plan Guidance (LPG) was adopted in February 2024 and provides advice on how to apply London Plan Policy H16 (Large-scale purpose-built shared living).

4.18 With respect to transport matters, the LPG states the following in considering the locational and access considerations for LSPBSL development:

"To meet the requirements of London Plan Policy H16 (part A3), LSPBSL development should be:

a. located in well-connected, well-served areas. The site-specific context of a proposed LSPBSL development should be considered in terms of the quality and ease of access to the public transport; active travel options; and the proximity to wider amenities and facilities in the area. Areas that are likely to be more suitable for LSPBSL include:

i. the Central Activities Zone (CAZ) and Inner London Opportunity Areas

ii. Metropolitan and Major town centres

iii. all areas of PTAL 5 or 6 and Inner London PTAL 4

iv. other town centres with high or medium growth potential (see Annex 1 of the London Plan).

b. car-free and not contribute to car dependency, as per London Plan Policy T6(B). This will partly be achieved through the location types set out above. The mix of uses incorporated in a development can also help to increase the needs (including employment) that are met locally without requiring a car. Attention to the safety and inclusiveness of the adjoining public realm through its design and management will also be an important consideration (see section 3, below), as will servicing and deliveries (see section 5, below)"

4.19 With respect to cycle parking, Table 3.1 states that the minimum cycle parking is different to that set out within the London Plan 2021 whereby a minimum of 0.75 cycle parking spaces per

unit is required, with no information regarding short-stay cycle parking. It is noted that the guidance provides flexibility in achieving this level of cycle parking, noting the following:

"Flexibility may be applied based on the site location, and where onsite shared bicycle schemes are provided as part of the development for residents' use without charge".

4.20 With respect to car parking, Table 3.1 of the guidance confirms that development should be car-free with the level of parking must comply with (London Plan Policy T6.1(E) Residential parking which states the following, but noting that this policy still requires provision for blue badge holder parking.

"Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free".

The Mayor's Transport Strategy (March 2018)

4.21 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

4.22 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the proposed development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Transport Policy

Hillingdon Local Plan Part 1 – Strategic Policies (November 2012)

4.23 The Hillingdon Local Plan Part 1 – Strategic Policies was adopted in November 2012. This document contains the planning vision of LBH with regards to development, with policy included that guides developers on how to deliver high quality development in the Borough. The following relevant policies are listed below:

4.24 The Borough has set out objectives in order to meet the aims mentioned above;

"*SO12: Reduce the reliance of the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.*

SO18: improve access to local services and facilities, including health, education, employment and training, local shopping, community, culture, sport and leisure facilities especially for those without car and for those in more remote parts of the borough through well planned routes and integrated public transport."

4.25 Policy E4: Uxbridge states the following:

"The Council will strengthen the status of Uxbridge Town Centre as a Metropolitan Centre by delivering growth set out in Table 5.4 and promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development. The Council will secure improvements to Uxbridge public transport interchange and the town centre boundary will be expanded as shown on Map 5.2."

4.26 Policy T2: Public Transport Interchanges states:

"The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle."

Hillingdon Local Plan Part 2 – Development Management Policies (January 2020)

4.27 The Hillingdon Local Plan Part 2 – Development Management Policies document was adopted in January 2020. This document is the key strategic planning document for LBH which sets out the Council's long-term vision and objectives for the Borough for aspects such as the economy, new homes, and transport.

4.28 Policy DMT 1: Managing Transport Impacts states the following:

"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

provide equal access for all people, including inclusive access for disabled people;

adequately address delivery, servicing and drop-off requirements; and

have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."

4.29 Policy DMT 2: Highway Impacts states:

"Development proposals muse ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

4.30 Policy DMT 4: Public Transport states the following:

A) "The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:

i) improvements to address inclusive access;

ii) ensuring that bus stops are conveniently located for passengers;

iii) implementation of bus priority and bus stop accessibility measures;

iv) providing for bus route requirements and associated road layouts;

v) improvements to the network of services; and

vi) improvements to infrastructure to support cycling.

B) Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal."

4.31 Policy DMT 5: Pedestrians and Cyclists states that:

A) "Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*

iii) *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*

iv) *the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network."

4.32 Policy DMT 6: Vehicle Parking states the following:

A) "Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

4.33 The LBH Parking Standards for Car Parking and Bicycles for PTAL 4 for the relevant use classes from Appendix C Table 1 of the document is stated in **Table 4.1** below.

Table 4.1: LBH Local Plan Part 2 – Car & Cycle Parking Standards

Use Class	Maximum Car Parking	Maximum Cycle Parking
A1 Food retail	• First 550 sqm: 1 space per 50 – 35 sqm (GFA) • Up to 2500 sqm: 1 space per 30 – 20 sqm (GFA) • Over 2500 sqm: 1 space per 25 – 18 sqm (GFA)	• A1 Shops – Out of centre 1 per 350 sqm (GFA), In centre 1 per 125 sqm (GFA) • A3 Café & Restaurant – 1 per 20 staff + 1 per 20 customers (GFA) • A4 Pub / Wine Bar – 1 per 100 sqm

		• Takeaways – 1 per 50 sqm (GFA)
A1 Non-food retail	• 1 space per 50 – 30 sqm (GFA)	• A1 Shops – Out of centre 1 per 500 sqm (GFA) • A2 Financial Services – 1 per 125 sqm (GFA)
B1 Offices	• 1 space per 50 – 100 sqm (GFA)	• 1 space per 250 sqm (GFA)
Flats	• Studio – 1 space per 2 units • 1-2 bed unit – 1.5-1 spaces per unit • 3-4 or more bed unit – 2 spaces per unit (a) Proposals must also accommodate visitor's car parking on-site additional to the above (b) Car Parks must be allocated to dwellings	• Studio, 1 or 2 bed unit – 1 space • 3 or more bed unit – 2 spaces
Hotels and Guesthouses	• On an individual basis and in addition to car parking requirements: (a) Provision for taxi pick up and set down to be provided. (b) One coach parking space is required per 50 rooms. (c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission. (d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés/ bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking.	• 1 per 10 staff
Day care centres, pre-school play and nurseries	On an individual basis using a transport assessment and travel plan and in addition to car parking	Level of provision subject to transport assessment.

	requirements, provision for pick up and drop off facility to be provided.	
Medical and other health practices, including dental veterinary and alternative medicine	At least two spaces per consulting room to be provided.	(a) Health facilities/clinics - 1 per 50 staff + 1 per 10 visitors. (b) All others – level subject to appraisal
Health clubs, licensed clubs and sports facilities without a licensed club house, swimming pools	On an individual basis using a transport assessment and travel plan, and in addition provision for taxi and bus/coach access and parking	(a) Leisure facilities – 1 per 10 staff and 1 per 20 peak period visitors (b) Others – level subject to appraisal

LBH Local Plan Part 2 – Site Allocations and Designations (January 2020)

4.34 The Hillingdon Local Plan Part 2 – Site Allocations and Designations document was adopted in January 2020. This document sets out LBH's vision for the development of many sites around LBH, including the site in Policy SA 26, which the Council considers suitable for a residential-led mixed use development.

4.35 Policy SA 26: '148 - 154 High Street / 25 - 30 Bakers Road, Uxbridge' states the following:

"The site is considered suitable for residential-led mixed use redevelopment subject to the following criteria:

- *Provision of upper floor residential units, which must include affordable housing and an appropriate mix of units, provided in accordance with Council standards. Other main town centre uses, such as leisure uses, may be acceptable on upper floors;*
- *Retention of ground floor retail uses fronting onto the High Street and provision of main town centre uses, providing active frontages onto Bakers Road and Belmont Road;*
- *The redevelopment should enhance the pedestrian thoroughfare of Cock's Yard linking Uxbridge Town Centre and the Bus Interchange;*
- *Amenity space and car parking should be provided in accordance with the Council's standards;*
- *The redevelopment should sustain and enhance the significance of the adjacent Conservation Area and its setting;*
- *The Council will expect redevelopment proposals to reflect the scale and character of the surrounding townscape and have regard to the setting of the Old Uxbridge and Windsor Street*

Conservation Area and Listed Buildings. Whilst the London Plan density guidance indicates a development potential of up to 120 units, capacity on this site should be led by high quality design, taking account of the site's prominent location; and

- *Proposals should provide scope to incorporate the redevelopment of the land to the south of the site (identified in yellow on the site plan), extending from Cock's Yard to the Uxbridge Underground Station, in accordance with the principles set out in this policy."*

Policy Summary

4.36 The proposed development will encourage travel by sustainable modes and reduce vehicle emissions / congestion on the local highway network. This is summarised as follows:

- The Proposed Development is in accordance with the policy requirements for sustainable development as it will provide a good integration of the different land uses and will benefit from both a Residential & Hotel Travel Plan that will promote the use of available public transport as well as encouraging walking and cycling to co-living residents, hotel guests and staff at the Proposed Development.
- In accordance with the Policy T7 of the London Plan and Policy DMT1 of the Hillingdon Local Plan, all servicing for the site is provided on-street owing to the limited space on-site and the delivery of significant public realm and pedestrian connectivity improvements within the site, which render it not being possible to accommodate the demands on-site. The servicing strategy is underpinned by a Delivery and Servicing Plan required under Policy T7 of the London Plan.
- Cycle parking has been provided to align with the quantum prescribed by the London Plan (as required by the Local Plan) for the co-living, retail, and hotel aspects of the development, with the design of spaces aligning with the London Cycle Design Standards.
- A Construction Logistics Plan has been submitted as a separate document to support Policy T7 of the London Plan and seek to assess and mitigate the associated effects of construction.
- The Proposed Development includes a significant area of public realm with a landscape-led design to promote and encourage active travel and align with the principles of Healthy Streets. In addition, a new pedestrian route is offered as a part of the proposals, providing a route between Belmont Road to the north and Cock's Yard to the south.

- The proposed development will be car-free in accordance with London Plan and LBH policy requirements, reflecting the highly accessible location of the site within Uxbridge town centre.

- As demonstrated later in this report, the impacts of the development will not be significant and could not be considered severe; it therefore accords with the key test of NPPF set out in Paragraph 115.

4.37 In light of the above, it is concluded that the proposed development accords with national, regional, and local policy requirements.

5 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

5.1 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

5.2 An assessment of the accessibility of the Site by both active modes of travel and public transport has been undertaken, as well as an Active Travel Audit for the key routes in the locality, based on TfL's adopted Healthy Streets Transport Assessment guidance.

Accessibility by Active Modes

Access by Foot

5.3 According to relevant industry research, circa 80 per cent of journeys shorter than 1 mile (1.6km) are made entirely by foot (The Chartered Institution of Highways and Transportation (April, 2015) "Planning for Walking") with this figure changing little over time. This is reinforced by Transport for London (TfL) who define a 20-minute walking distance (1.6km) as an Active Travel Zone.

5.4 The High Street is largely pedestrianised with excellent walking infrastructure and links across the local area, including signalised pedestrian crossings on key roads such as the crossing adjacent to the site on Belmont Road at the northern end of the High Street. There are wide, modern footways enabling sufficient room for two-way passing and wheelchair / pushchair users on all footways near to the Site. Dropped kerbs and tactile paving are provided at all crossings close to the site.

5.5 **Table 5.1** illustrates that the site has excellent levels of pedestrian accessibility to services such as food outlets, public services and local public transport access points. The area is well suited to pedestrians, with a good level of pedestrian infrastructure present on the network surrounding the Site and footways present on all surrounding roads.

Table 5.1: Approximate Walk Distances to Surrounding Local Amenities			
Amenity	**Location**	**Distance**	**Approximate Walking Time**
Public Transport Opportunities			
Bus Stops	Uxbridge Station Stop 'N'	>50m	1 minute
	Uxbridge Station Stop 'O'	>50m	1 minute
	Belmont Road Stop 'D'	>50m	1 minute
	Uxbridge High Street Stop 'B'	150m	2 minutes
Rail Station	Uxbridge Underground Station	150m	2 minutes
Local Amenities			
M&S Foodhall	High Street	>50m	1 minute
Uxbridge Post Office	High Street	>50m	1 minute
Halifax	High Street	>50m	1 minute
The Pavilions Shopping Centre	High Street	70m	1 minute
The Chimes Shopping Centre	High Street	170m	2 minutes
Uxbridge Library	High Street	230m	3 minutes
Simply Gym Uxbridge	High Street	270m	3 minutes
Decathlon (Bicycles)	High Street	390m	5 minutes
Fassnidge Park	A4020 Oxford Road	400m	5 minutes
Central Uxbridge Surgery	George Street	400m	5 minutes
Recycle-A-Bike Store	Rockingham Parade	710m	9 minutes

Access by Cycle

5.6 Guidance on cycling can be found in '*Cycle Friendly Infrastructure*' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight that there is a *'substantial potential'* for substituting cycling for driving for distances up to 5 miles.

5.7 **Figure 5.1** indicates the Active Travel Zone for the site based on a 20-minute cycle distance. A 20-minute cycle puts the site within cycling distance of Denham, Ruislip, Hillingdon, Iver, Brunel University London and Black Park Country Park. In addition, the site is within a 20-minute cycle of several stations such as West Ruislip (Central Line & Chiltern Railways services) and West Drayton (Elizabeth Line and limited Great Western Railway services).

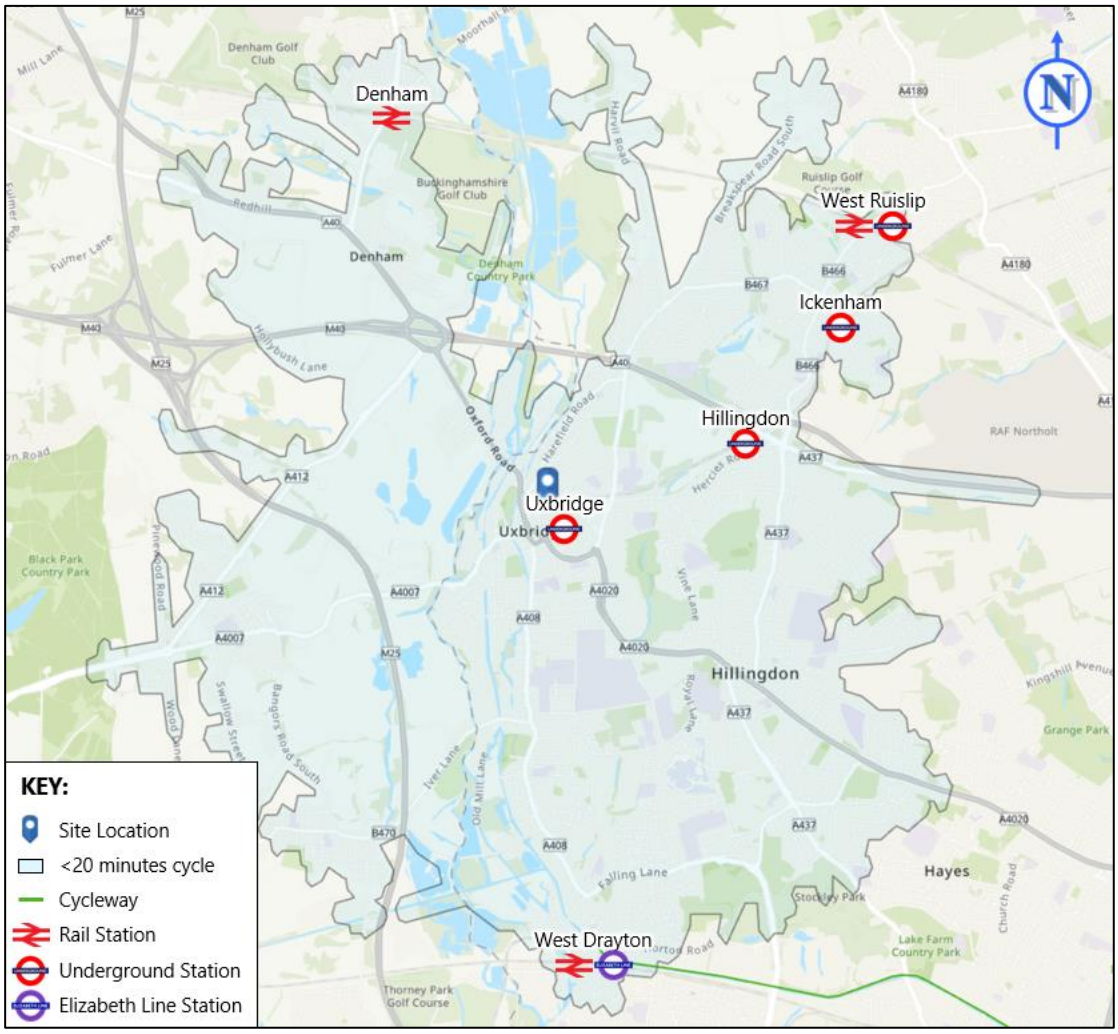


Figure 5.1: 20-minute Cycling Isochrone Map *Source: ArcGIS Pro 2024*

5.8 The Site is located within reach of the TfL Cycleways network, with an unnamed Cycleway being accessible from West Drayton, circa 4.3km south of the site (17 minutes' cycle), which follows the Grand Union Canal to Kensal Rise, close to the remainder of the Central London TfL Cycleways network.

5.9 The local area is also well suited to cycling, with demarcated cycle routes on key local roads such as Hillingdon Road and Park Road.

5.10 Nextbike, in partnership with Brunel University London and Santander operate a cycle hire scheme between Uxbridge town centre and the university campus. The nearest cycle hire docking stations to the site are as follows:

- Uxbridge High Street (10 cycles) – circa 70m west of the site (1-minute walk)
- Uxbridge Rail Station (10 cycles) – circa 170m south of the site (2-minute walk)

Public Transport

Public Transport Accessibility Level (PTAL)

5.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

5.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 represents a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

5.13 Using the TfL web-based connectivity assessment toolkit, it has been determined that the centre of the site has a PTAL rating of 6a, demonstrating an excellent level of accessibility to public transport.

Bus Services

5.14 Owing to the site's location at the centre of Uxbridge, many bus stops can be found nearby including Uxbridge Station Stops 'N' & 'O', Belmont Road Stop 'D' and Uxbridge High Street Stop 'B'. Bakers Road adjacent to the site is a local hub for buses, including serving the Metroline bus garage. All local stops are provided with a bus shelter, timetable information, and seating; key bus stops also feature real time departure information boards.

5.15 The routes and frequencies of bus services available in the vicinity of the Site are summarised in **Table 5.2** below. In total 20 bus routes operate within walking distance (640m) of the Site, with there being circa 68 services per hour during the morning peak hour, equating to approximately 1 service every 50 seconds in each direction.

Table 5.2: Summary of Bus Service Frequency				
No.	**Route**	**Frequency (minutes)**		
		Mon – Fri	**Saturday**	**Sunday**
3	Uxbridge – Iver – Langley – Slough	30	30	60
101	Uxbridge – Denham – Gerrards Cross – Beaconsfield – High Wycombe	60	60	60
102	Heathrow Airport – Uxbridge – Gerrards Cross – Beaconsfield – High Wycombe	60	60	60
104	Uxbridge – Gerrards Cross – Chalfont St Giles – Beaconsfield – High Wycombe	60	60	N/A
222	Uxbridge – Cowley – West Drayton – Sipton – Cranford – Hounslow	8 – 12	9 – 13	10 – 13
331	Uxbridge – Denham – Mount Vernon Hospital – Northwood – Ruislip	20	20	30
427	Uxbridge – Hillingdon – Hayes End – Southall	7 – 10	7 – 8	9 – 12
581	Uxbridge – New Denham – Denham – Higher Denham	3/day	3/day	N/A
607	Uxbridge – Hillingdon – Southall – Hanwell – Ealing – Acton – Shepherd's Bush	7 – 10	9 – 11	10 – 13
724	Heathrow Airport – Uxbridge – Watford – St Albans – Hatfield – Ware – Harlow	60	60	60 – 120
A10	Uxbridge – Hillingdon – Gould's Green – Sipson – Heathrow Airport	20	20	30
SL8	Uxbridge – Hillingdon – Hayes – Southall – Ealing – Acton – Shepherd's Bush	8 – 12	9 – 13	10 – 13
U1	West Drayton – Hillingdon Hospital – Uxbridge – Ickenham – Ruislip	10 – 13	13 – 14	30
U2	Uxbridge – Hillingdon Station – Hillingdon – Hillingdon Hospital	9 – 12	10 – 14	20
U3	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Heathrow Airport	10 – 13	15	20
U4	Uxbridge – Hillingdon Hospital – Gould's Green – Hayes – Harlington	8 – 12	10 – 12	15
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Harlington – Hayes	10 – 12	12	20
U7	Uxbridge – Hillingdon Hospital – Colham Green – Hayes End – Hayes	30	30	30
U9	Uxbridge – Harefield – Harefield Hospital	25	25	60
U10	Uxbridge – Ickenham – West Ruislip – Ruislip	90	90	N/A

London Underground

5.16 The site is well provided for in terms of London Underground access, with Uxbridge station being located circa 50m south of the site (>1 minutes' walk); access is achieved from Bakers Road in addition to the main entrance on High Street. Uxbridge station provides step-free access to the following Piccadilly and Metropolitan Line services:

- 6 Piccadilly Line services per hour to Cockfosters;
- 4 Metropolitan Line services per hour to Baker Street;
- 4 Metropolitan Line services per hour to Aldgate (all stations); and
- 2 Metropolitan Line services per hour to Aldgate (semi-fast).

Active Travel Audit

5.17 An Active Travel Audit has been undertaken in line with the Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos have been taken at least every 150m along the main identified routes.

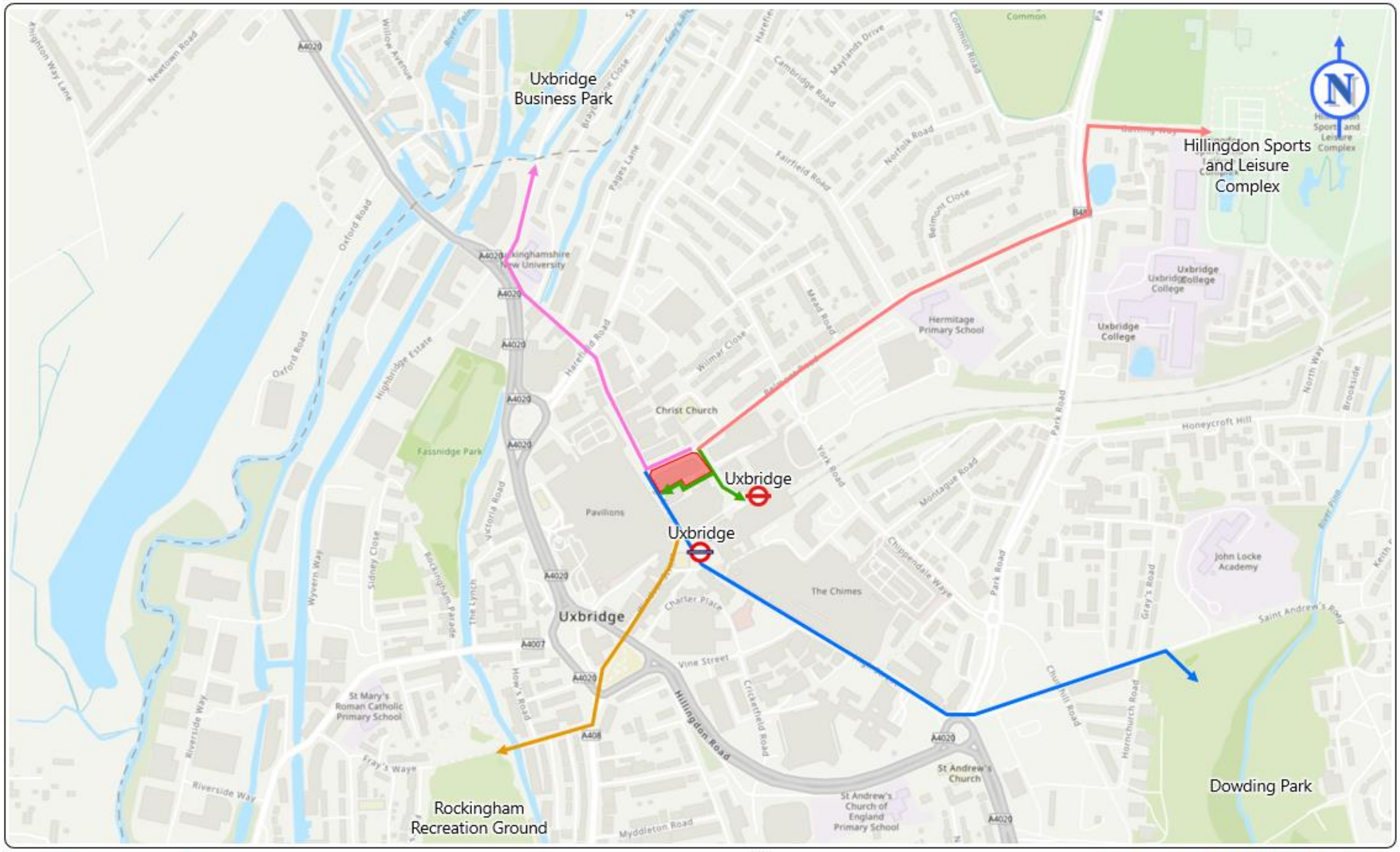
5.18 The audit was undertaken on Monday 26th September 2024, between the hours of 15:00 – 16:30 by two auditors, with the nighttime element of the audit undertaken between the hours of 17:30-18:30. The audit has been undertaken in accordance with the Healthy Streets Approach utilising the '*Guide to the Heathy Streets Indicators – Delivering the Healthy Streets Approach*' (November 2017) and '*Healthy Streets Check for Designers*' (April 2019).

5.19 The Active Travel Audit route plan is included in **Figure 5.2** below, which aligns with the Healthy Streets Approach. The areas included are deemed the most appropriate / shortest routes to / from the development:

- Route 1 – to/from Hillingdon Sports & Leisure Complex via Uxbridge Common.
- Route 2 – to/from Dowding Park via Uxbridge High Street (south), Uxbridge Underground Station and The Chimes Shopping Centre.
- Route 3 – to/from Bakers Road and Cocks Yard (link to Key Bus Stops and Uxbridge Underground Station (side entrance).
- Route 4 – to/from Uxbridge Business Park via Uxbridge High Street (north).

- Route 5 – to/from Rockingham Recreation Ground

5.20 The scope of the audit was established in pre-application discussions with the GLA and LBH whereby Route 5 was added at the request of LBH and consideration was given to the need to confirm the walking routes allowed for access to supermarkets and doctors surgeries which were requested by TfL. A night-time ATZ was requested by TfL as part of the GLA pre-application discussions.



KEY:
- Site Location
- Underground Station
- Bus Station
- Route 1: Hillingdon Sports and Leisure Complex
- Route 2: Dowding Park via High Street and Uxbridge Underground Station
- Route 3: Bakers Road and Cocks Yard
- Route 4: Uxbridge Business Park via High Street North
- Route 5: Rockingham Recreation Ground

NTS		Size:	A3
Drawn by: TB	Checked by: CC	Date:	26.02.24

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Figure 5.2: Active Travel Audit Routes

Source: ArcGIS Pro 2024

Healthy Streets Approach

5.21 The Healthy Streets Approach to assessing the local environment has been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.

5.22 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Health Streets Indicator Wheel at **Figure 5.3** below.

Figure 5.3: Healthy Streets Indicator Wheel

5.23 It is recognised that not all of the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal. The following section of this report assesses how the proposed development provides improvements to the pedestrian environment against the 10 Healthy Streets indicators.

Vision Zero

5.24 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.

5.25 **Figure 5.4** below, details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years to October 2023.

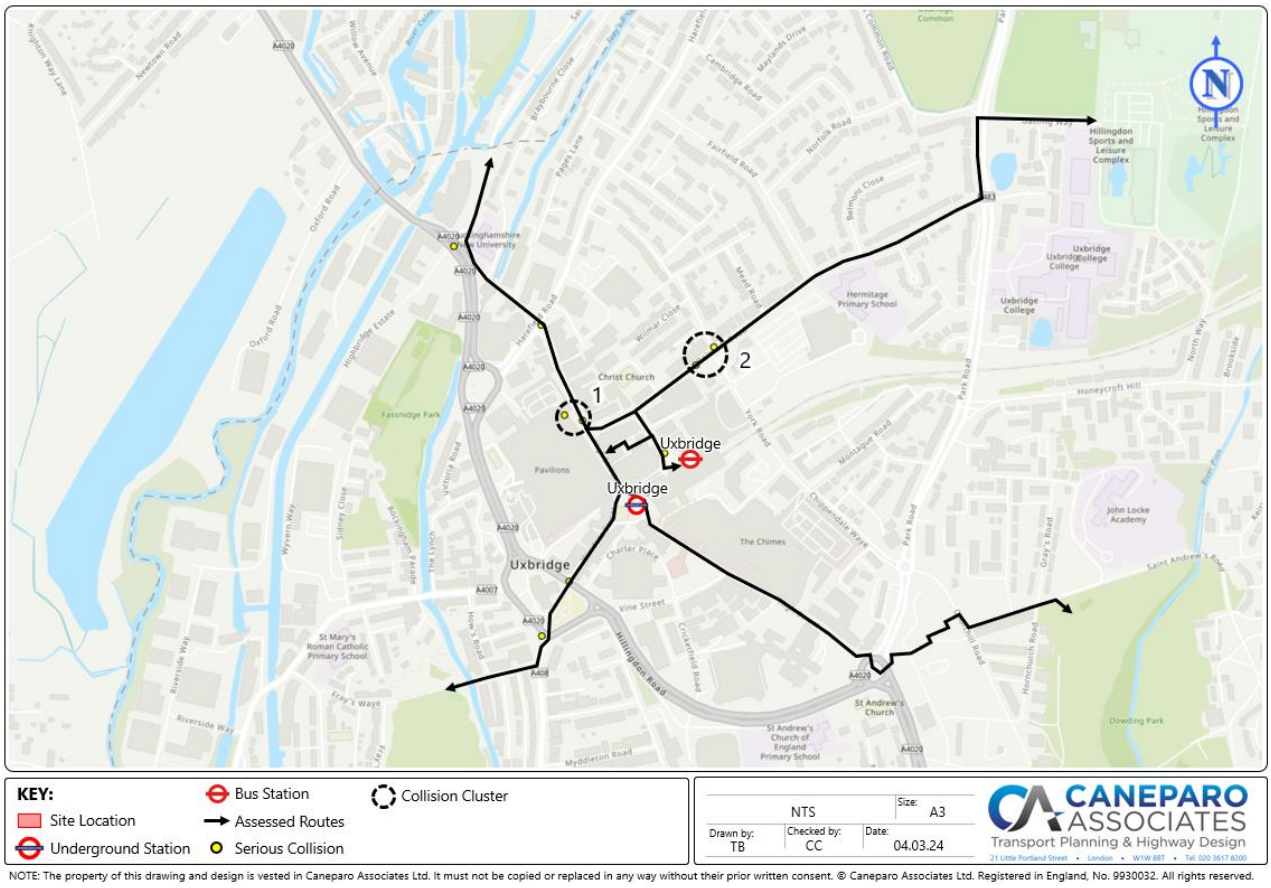


Figure 5.4: KSI Collision Data

5.26 In total for the active travel zone, there were 9 recorded serious collisions and zero fatal collisions. In regard to the most vulnerable road users for serious and fatal collisions; 6 of the total collisions recorded involved pedestrians and none involved cyclists.

Collision Analysis

5.27 For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. The analysis indicates there being 2 'serious' collision clusters recorded along the Active Travel Assessment routes and a summary of the key collision clusters recorded is provided below:

1. The first cluster of collisions was recorded on Route 4 at the junction of Uxbridge High Street / Belmont Road. Two collisions took place at this junction, with both taking place in wet conditions and both involving a vehicle colliding with a pedestrian. The first collision is absent of details noting that it is not known how the collision occurred but involved a stationary vehicle with a pedestrian. The second collision also states that it is not known how the collision occurred and was recorded to involve a minibus colliding with a pedestrian while it was raining.

2. The second collision cluster was located on Route 1 at the junction of Belmont Road / Lancaster Road / York Road and contained 2 serious collisions. Both collisions in this cluster took place in good conditions and involved a party failing to look properly. The first collision involved a car driver failing to look properly and colliding with a mobility scooter, while the second involved a car driver colliding with a pedestrian who failed to look properly before stepping into the carriageway.

Collisions Summary

5.28 Based on the above, it is evident that there have been a low number of serious collisions over the last 5 years along the routes assessed across Uxbridge town centre. The majority of the collisions were due to driver / pedestrian error and there are no obvious trends or patterns in the cause of accident that would suggest there are existing road safety issues in the proximity of the site.

The Review Process

5.29 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, each route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The Active Travel Audit concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.

Route 1 – To / From Hillingdon Sports & Leisure Complex via Uxbridge Common

5.30 The pedestrian route between the site and Hillingdon Sports & Leisure Complex is built to a good standard, with most of the route following Belmont Road which is a residential street that experiences low vehicle traffic. Photos have been taken along the route and shown in **Figure 5.5**. Belmont Road presents a good environment for active travel, with it being possible for cyclist to use despite not having formal markings owing to the low traffic – while the route is also mostly equipped with dropped kerbs and tactile paving at all crossovers, along with signalised pedestrian crossings at key locations.

5.31 The weakest section of the route is considered to be at Photograph 1G of **Figure 5.5** which is located at the B483 Park Road / Gatting Way / South Common Road junction. This section of the route has a generally pleasant environment; however, there is a high volume of vehicular traffic on the B483 Park Road which is loud and polluting. In addition, to cross to access the leisure centre it takes four separate crossings (crossing South Common Road and then the north arm of the B483 Park Road), which could encourage people to make a potentially unsafe informal crossing on the south arm of the B483 Park Road. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 5.3**.

Figure 5.5: Photographic Record of Route 1 *Source: ArcGIS Pro 2024*

Table 5.3: Healthy Streets Indicators for Photograph 1G & Route 1		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	The pavements are wide which makes it easy for pedestrians to pass each other. Tactile paving is missing at the crossings onto South Common Road.	Tactile paving could be added to the South Common Road arm of the junction to improve access for visually impaired pedestrians.
Easy to cross	to access the leisure centre it takes four separate crossings (crossing South Common Road and then the north arm of the B483 Park Road), which could encourage people to make a potentially unsafe informal crossing on the south arm of the B483 Park Road.	Crossing facilities could be added on the southern arm of the junction in Photograph 1G at the traffic lights to make it easier for pedestrians to cross this section.
Shade and shelter	Trees provide a good level of shade locally however there is little shelter at this section of Route 1.	The provision of shade shelters within Uxbridge Common could help provide more shelter at this section.
Places to stop and rest	Uxbridge Common provides a pleasant place for pedestrians to stop and rest, with there being several benches provided.	No improvements are recommended.
Not too noisy	The B483 Park Road which is pictured in Photograph 1G is a major route into Uxbridge town centre and is therefore quite loud.	No obvious areas of improvement, however vehicle traffic and noise should further reduce due to the Clean Air initiative.

Table 5.3: Healthy Streets Indicators for Photograph 1G & Route 1		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
People choose to walk, cycle and use public transport	The B483 Park Road has marked cycle lanes in both directions (except the southbound lane to the north of the junction in Photograph 1G). The closest bus services are accessible from 'The Hermitage' bus stops located on Belmont Road, circa 170-240m south of the photograph (2-3 minute walk), offering access to regular U1 and U2 services to Brunel University, Ruislip, Uxbridge and West Drayton. Step-free Metropolitan and Piccadilly Line services are accessible from Uxbridge Station (circa 940m / 12-minute walk) which is south of Photograph 1G.	The introduction of a southbound cycle lane to the north of the junction on the B483 Park Road could encourage more people to cycle by removing a missing link. An advanced stop lines could also be added.
People feel safe	This section of the route has a moderate level of pedestrian footfall in the day; however, it lacks active frontages as pedestrians walk along a busy road and next to dwellings.	The introduction of new lighting in Uxbridge Common could make people feel safer at night.
Things to see and do	There is little to see at this location; however, Uxbridge Common and Hillingdon Sports & Leisure Complex are located adjacent to the photograph.	No improvements are recommended for this aspect.
People feel relaxed	Pedestrians could feel stressed due to the volume of passing traffic. At night people may feel unsafe due to the presence of Uxbridge Common which is unlit.	Consider a review of lighting in the local area across the Common at night.
Clean air	High traffic flow at the junction means there is a reasonable level of air pollution.	A reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy.

Route 2 – To / From Dowding Park via Uxbridge High Street (south), Uxbridge Underground Station and The Chimes Shopping Centre

5.32 The pedestrian environment between the site and Dowding Park is of a mixed standard owing to ongoing development at St Andrew's Park. Photos have been taken along the route and shown in **Figure 5.6**. The route is predominantly low-traffic, with only buses and cyclists permitted to use Uxbridge High Street which makes it pleasant to walk down. There are plenty of benches for pedestrians to stop and rest in central Uxbridge, along with many things to see and do such as visit The Chimes shopping centre. The route has a good provision of tactile paving and dropped kerbs throughout, along with wide footways.

5.33 It is noted that the existing St Andrew's underpass and footpath into St Andrew's Park (Photographs 2G and 2H) feature poor active frontage and are considered to be contribute towards a lower quality public realm. The weakest section of the route is considered to be at Photograph 2H of **Figure 5.6** which is a public footpath which goes through the ongoing construction site.

5.34 This section of the route benefits from a wide footway with lighting along its length; however lacks active frontages and pedestrians cannot see along the length of the route to where it begins / ends. It is noted; however, that this section of the route is due to be upgraded and improved once the construction of the Town Centre West development by St Modwen is complete and there are emerging proposals for the redevelopment of the remaining parcel of the St Andrew's Park development.

5.35 This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 5.4**.

Figure 5.6: Photographic Record of Route 2 *Source: ArcGIS Pro 2024*

Table 5.4: Healthy Streets Indicators for Photograph 2H & Route 2		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	The pathway is sufficiently wide which makes it easy for pedestrians to pass each other, including wheelchair users and parents with pushchairs.	No improvements are recommended.
Easy to cross	St Andrew's underpass makes it easy to cross the nearby major roads, however it may be perceived as unsafe which could deter people from using it at night.	No improvements are recommended, there are no crossings at Photograph 2H.
Shade and shelter	The underpass tunnels provide both shade and shelter; however. aren't very pleasant to stop in.	The future developments are expected to provide both shade and shelter.
Places to stop and rest	There are no places to stop and rest locally, however pedestrians can continue for circa 340m / 4-minute walk to reach Dowding Park.	The development at St Andrew's Park is expected to provide significant improvements to this route and area of public realm.
Not too noisy	The nearby A4020 Hillingdon Road and B483 Park Road experience a high level of vehicle traffic and are therefore quite loud.	No obvious areas of improvement, however vehicle traffic and noise should further reduce due to the Clean Air initiative.
People choose to walk, cycle and use public transport	St Andrew's underpass provides cyclists a way to avoid the busy roundabout to the west, while the High Street only allowed buses and cyclists which means that most of Route 2 is suitable for cyclists. Many bus services can be accessed from close to the underpass, with the nearest stop being St Andrew's Church (Stop X) which offers access to 6 bus services. Uxbridge Underground station is located circa 540m / 7 minutes' walk northwest of the underpass, which offers step-free access to Metropolitan and Piccadilly Line services.	Cycle markings could be added on the quiet roads through the St Andrew's Park development on the way to Dowding Park to encourage more people to cycle to the park.
People feel safe	This section of the route has poor quality lighting and has a low level of pedestrian footfall, particularly at night which could attract anti-social behaviour.	New natural surveillance associated with new buildings once development at St Andrew's Park is complete could help to make this section feel safer.
Things to see and do	There is little to see or do on the eastern side of the underpass at present, but the High Street is nearby.	Future developments are expected to improve the area pictured in Photograph 2H.
People feel relaxed	Pedestrians could feel unsafe at night due to the lack of active frontage – especially women.	New lighting, CCTV and active frontage could help to boost safety in the local area.
Clean air	High traffic flow at the roundabout behind Photograph 2H (to the west) means that there is a considerable amount of air pollution locally.	A reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy.

Route 3 – To / From Bakers Road and Cocks Yard (link to Key Bus Stops and Uxbridge Underground Station – side entrance)

5.36 The pedestrian environment close to the site on Bakers Road and Cocks Yard is quite poor, with much of this area having poor aesthetics. The route has high pedestrian footfall which is restricted in some areas due to large amounts of pavement clutter close to the bus stops which can make it difficult to reach the station during the peak hours. The location of the route within Uxbridge town centre means that there is a good provision of tactile paving and dropped kerbs throughout, although no crossings are necessary. Bakers Road has a high level of footfall throughout the day, with moderate footfall at night which provides excellent natural surveillance. Photos have been taken along the route and shown in **Figure 5.7**.

5.37 The weakest part of the route is pictured in Photograph 3C of **Figure 5.7** which is on Cocks Yard. This section has no active frontage and low footfall at all times of the day, which could make it feel unsafe – particularly for women and at night. In addition, a large amount of rubbish being stored within the public realm and there is also pooled water which could make it difficult for wheelchair users to access Cocks Yard. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 5.5**.

Figure 5.7: Photographic Record of Route 3 *Source: ArcGIS Pro 2024*

Table 5.5: Healthy Streets Indicators for Photograph 3C & Route 3		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	The pathway is sufficiently wide – however it is restricted by rubbish and also there is pooling which could make it difficult to access.	Seek to ensure that waste cannot be stored within Cocks Yard, with consideration given to improving lighting and legibility whilst maintaining the width
Easy to cross	No crossings are required, however locally due to the town centre location there is a good provision of crossing facilities.	No improvements are recommended, there are no crossings at Photograph 3C.
Shade and shelter	The alleyway provides a good amount of shade and with several sections being covered it also provides some shelter.	No improvements are recommended, with the nearby shops also providing further shelter.
Places to stop and rest	There are no places to stop and rest along Cocks Yard.	The proposals will provide new public realm, creating a brand new landscaped area for people to stop and rest near Cocks Yard, directly addressing this point.
Not too noisy	Despite being in the centre of Uxbridge, the contained nature of Cocks Yard means that is not too loud; however, the existing Bakers Road car park does make some noise.	The removal of the Bakers Road car park as part of the proposals for the site will help to reduce vehicle noise locally.

Table 5.5: Healthy Streets Indicators for Photograph 3C & Route 3		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
People choose to walk, cycle and use public transport	People may be less inclined to walk locally due to the crooked shape of Cocks Yard, which creates a blind corner which could attract crime. In addition, cycling is not expected here as the footway leads to the pedestrianised High Street. The town centre location of the proposals and Cocks Yard mean there are many public transport opportunities nearby, including many bus services accessible from Belmont Road and Bakers Road, along with Uxbridge Underground Station which is less than 70m / 1-minute walk south of this location.	The proposals would help make Cocks Yard more attractive for pedestrians at all times of the day, while also creating a new north-south route through the site, connecting Belmont Road with Cocks Yard. There are excellent public transport connections nearby (PTAL 6a).
People feel safe	This section of the route has a low level of pedestrian footfall and the blind corner could attract anti-social behaviour. In addition, Cocks Yard also has poor lighting and feels gloomy even in the daytime.	New passive surveillance associated with the proposals, along with additional lighting and the increase pedestrian footfall created could help improve the perception of safety.
Things to see and do	There is little to see or do on Cocks Yard itself, however Uxbridge High Street is circa 80m / 1-minute walk west of this location, which provides many things to see and do.	The proposals will provide a new area of public realm, providing pedestrians with an area to relax and socialise.
People feel relaxed	The large amount of rubbish on the footway could make people feel uneasy, particularly women.	An improved solution to commercial waste could help make Cocks Yard more pleasant.
Clean air	The town centre location of Photograph 3C means there is a moderate amount of air pollution locally.	The removal of Bakers Road car park could help to reduce vehicle emissions in the vicinity of Cocks Yard.

Route 4 – To / From Uxbridge Business Park via Uxbridge High Street (north)

5.38 The pedestrian environment to Uxbridge Business Park is built to an excellent standard, with photos taken along the route as shown in **Figure 5.8** below. The route is accessible to all pedestrians, including wheelchair users, owing to the provision of wide, high-quality footways throughout in addition to formal crossings at key locations that are equipped with tactile paving and dropped kerbs. Furthermore, the route is provided with a number of places to stop and rest, along with sufficient shade and shelter which is provided by the numerous trees found along Route 4, along with the shops / restaurants on the High Street.

5.39 The route feels safe along all sections due to there being high footfall near the start of the route on the High Street and a low-moderate level of footfall on Sanderson Road near the entrance to the business park (which is higher at commuting hours, when this section of the route is most likely to be used).

5.40 While there is a considerable amount of noise and moderate pollution along the route associated with the A4020 Oxford Road, this is considered difficult to avoid owing to the A4020 Oxford Road being one of the key routes into Uxbridge from the west. The route presents a fair environment for cycling with there being the provision of advanced stop lines on the A4020 Oxford Road, while the High Street itself presents good opportunities for cycling owing to the large number of Sheffield stands found locally and low vehicle traffic. It is considered that, overall, the route presents a very good pedestrian environment and therefore a full healthy streets assessment has not been undertaken as the primary drawback is the volume of vehicle traffic / noise nearby on a key route into Uxbridge.

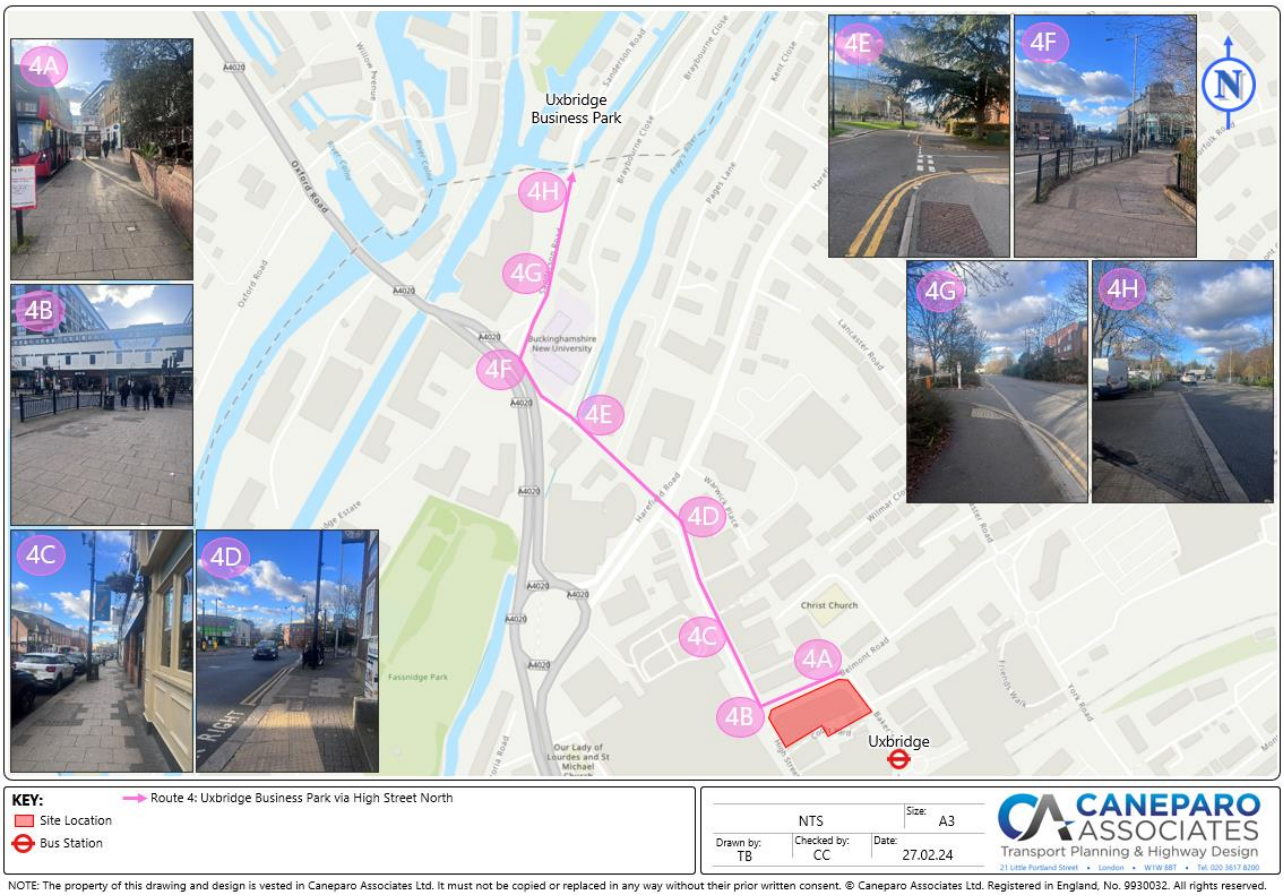


Figure 5.8: Photographic Record of Route 4 *Source: ArcGIS Pro 2024*

Route 5 – To / From Rockingham Recreation Ground

5.41 The pedestrian environment on Route 5 towards Rockingham Recreation Ground is of a mixed quality. Photos have been taken along the route and shown in **Figure 5.9**. Close to the site near Uxbridge town centre, a pleasant pedestrian environment is provided with footways built to a good standard, with dropped kerbs and tactile paving in key sections. In addition, the section along Windsor Street is lined by shops and restaurants which provide pedestrians with things to see and do, along with numerous rest opportunities.

5.42 The middle section of the route close to the A4020 roundabout (Photograph 5B) is provided with signalised pedestrian crossings that feature green man controls, dropped kerbs and tactile paving. Air pollution is quite high reflecting to the large volume of vehicle traffic that uses this gyratory each day. The section features a high-quality built environment, with a high level of natural surveillance at all times which makes it feel safe while also being close to many things to do.

5.43 The weakest part of the route is pictured in Photograph 5D of **Figure 5.9** which is on Wellington Road close to the A408 Cowley Road. This section of the route has poor-quality pedestrian surfaces and lacks tactile paving at several crossovers. In addition, this section of the route is loud due to its proximity to the A408 Cowley Road (circa 10m east) which also creates a moderate amount of noise pollution. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 5.6**.

Figure 5.9: Photographic Record of Route 5 *Source: ArcGIS Pro 2024*

Table 5.6: Healthy Streets Indicators for Photograph 5D & Route 5		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	This section of Route 5 has uneven paving which could make it difficult for wheelchair users to access.	The pathway on Wellington Road could benefit from being repaved to improve access to Rockingham Recreation Ground for wheelchair users.
Easy to cross	Tactile paving is not provided at several of the crossovers on Wellington Road, including at the junction with How's Road which could put visually impaired pedestrians in danger.	Key crossovers on Wellington Road including at the junction with How's Road could have tactile paving installed.
Shade and shelter	There is little shade or shelter nearby.	More trees could be planted along Wellington Road to provide new shade and shelter opportunities; however, there is limited footway width available to achieve this. There are trees and vegetation within Rockingham Recreation Ground.
Places to stop and rest	There are no places to stop and rest along Wellington Road, however Rockingham Recreation Ground is circa 110m / 1-minute walk west of this section, which provides many benches and green space to rest on.	No improvements are recommended as there isn't an obvious place to add a rest area on Wellington Road.

Table 5.6: Healthy Streets Indicators for Photograph 5D & Route 5		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Not too noisy	The A408 Cowley Road is located circa 10m east of Photograph 5D and this road features moderate-high vehicle traffic, therefore creating a considerable amount of noise pollution.	The introduction of traffic calming measures on the A408 Cowley Road could help reduce noise from heavy vehicles on this road.
People choose to walk, cycle and use public transport	There are some cycle markings locally such as on the A4020 roundabout to the north. Rockingham Recreation Ground provides circa 10 acres of green space for walking and being active. The closest bus stop is Hinton Road Stop 'V' which is located circa 90m / 1-minute walk south of the site, offering southbound 222 and U5 services towards Hounslow and Hayes. Northbound services towards Uxbridge town centre are accessible from Whitehall School Stop 'J' which is located circa 290m / 4-minute walk south. Uxbridge Underground Station is also located nearby, being approximately 390m / 5-minute walk north of the eastern end of Wellington Road.	No improvements are recommended in this respect as the road contributes well to this Indicator.
People feel safe	This section of the route has a low level of pedestrian footfall however the A408 Cowley Road is nearby and provides a reasonable level of natural surveillance. There is street lighting available, including within the Recreation Ground itself.	No improvements are recommended in this respect as the road contributes well to this Indicator.
Things to see and do	Rockingham Recreation Ground provides a pleasant place to relax and has some facilities. Uxbridge town centre has further facilities and is circa 180m / 2-minute walk north of this location.	No improvements are recommended as there is no clear location for new amenities on Wellington Road at present.
People feel relaxed	The presence of the busy A408 Cowley Road could make people feel uneasy, however the recreation ground provides a pleasant area to positively respond to this Indicator.	No improvements recommended.
Clean air	The location close to the busy A4020 roundabout means there is a considerable amount of air pollution locally.	A reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy.

Night Travel Audit

5.44 To better understand how the Active Travel Routes could be perceived at night, particularly by vulnerable pedestrians such as women and disabled people, a Night Travel Audit was undertaken to reflect the request from TfL during pre-application discussions. In this audit, three key areas with concerns were highlighted.

Route 2 – Uxbridge High Street

5.45 While the night audit was being undertaken it was noted that several lampposts across the High Street, particularly on the eastern end near St Andrews Park and in the vicinity of the site on Belmont Road, were not functioning correctly. This section of Route 2 is pictured in **Figure 5.10** below. This could make people feel uncomfortable, particularly late at night when all of the shops have ceased trading and there is no active frontage along Uxbridge High Street. It is noted that owing to the late operation of bars and pubs nearby there is a low footfall late at night which could provide natural surveillance but may also bring with it anti-social behaviour.

Figure 5.10: High Street, Uxbridge

Route 2 – St Andrews Park Underpass

5.46 Additionally on Route 2, it was found that the underpass to the west of the St Andrews Park development beneath Hillingdon Road / Park Road provided an unpleasant pedestrian environment at night. The underpass has poor aesthetics and features several blind corners, while the centre of the underpass within the roundabout, features no building frontages, and has loud vehicle noise overhead. The poor lighting creates an undesirable area of public realm which could facilitate anti-social behaviour and perceptions of poor safety. This section of Route 2 is pictured in **Figure 5.11** below.

Figure 5.11: St Andrews Park Underpass

Route 3 – Cocks Yard

5.47 On Route 3, it was found that the section along Cocks Yard presented an intimidating environment during the night. At present, the area features limited lighting, which is partially blocked by the roll cages and other rubbish in the footway – which could make vulnerable pedestrians feel unsafe. A man was observed to be urinating within the passageway against the waste receptacles during the site visit.

5.48 In addition, the alleyway features a bend halfway along it which creates a blind spot where people could hide, which could deter vulnerable people from using this route late at night. In addition, the alley has low footfall, which reduces when the existing food outlet along the length of the route closes at 19:30 – creating an undesirable environment that many pedestrians may choose to avoid. This section of Route 3 is pictured in **Figure 5.12** below.

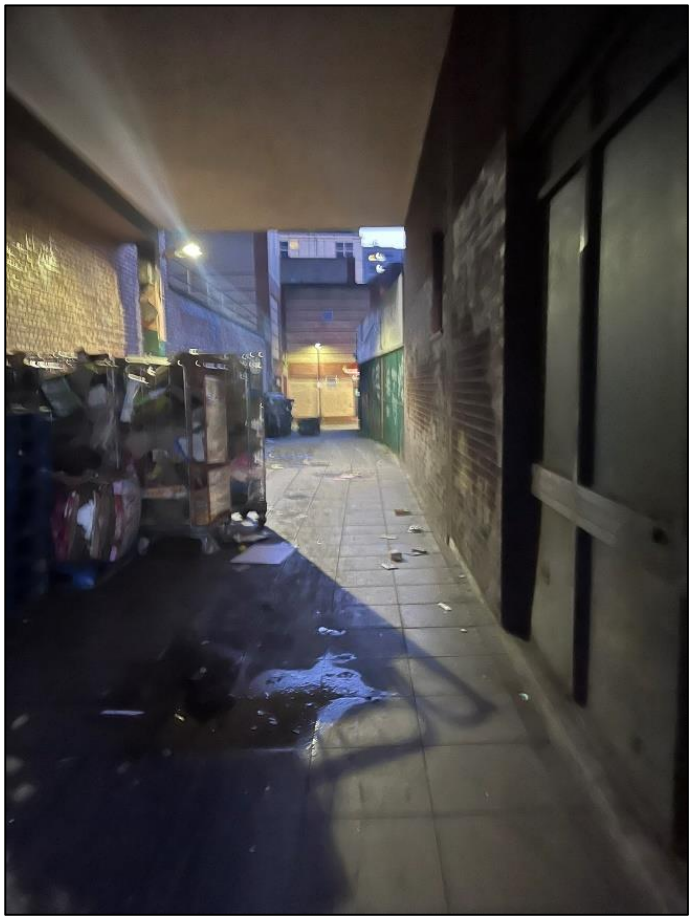


Figure 5.12: Cocks Yard Alleyway

Summary, Recommendations and Conclusions

Summary

5.49 An Active Travel Audit was undertaken in line with the Healthy Streets Approach utilising the '*Guide to the Heathy Streets Indicators – Delivering the Healthy Streets Approach*' (November, 2017) and Healthy Streets Check for Designers (April 2019). The Active Travel Audit included routes to / from all rail and underground stations and other amenities likely to be frequented by users and visitors to the development within acceptable walking distance of the Site, including a night-time audit.

5.50 The worst performing locations were identified as being:

- The high volume of vehicular traffic and unnecessary number of crossings to reach the leisure centre on Route 1 at the B483 Park Road / Gatting Way / South Common Road junction.
- Poor aesthetics relating to the temporary footpath within the St Andrew's Park development on Route 2.
- Low footfall and lack of active frontage on Cocks Yard which could make vulnerable users feel unsafe, along with the large amount of waste stored in the public realm at this section of Route 3, particularly at night.
- Reduction in vehicle reliance in accordance with the Mayor's Transport Strategy to reduce vehicle noise and pollution on Route 4 along the A4020 Oxford Road.
- Poor built environment for pedestrian access on Route 5, including uneven surfaces and a lack of tactile paving at several crossovers along Wellington Road.
- Repair and maintain street lighting within the vicinity of the site, particularly on High Street and Belmont Road where street lights were observed to not be working.
- Address poor / broken lighting within the pedestrian underpass that links between St Andrews Park and High Street under Hillingdon Road / Park Road.
- Issues of rubbish being left within Cocks Yard which compounds issues of visibility and the narrowness of the route which is poor by virtue of its alignment and design.

Recommendations

5.51 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified, which would facilitate an environment that encourages walking and cycling.

- The proposals for the redevelopment at St Andrew's Park are expected to improve the temporary footway on Route 2, creating an improved public realm with better lighting and natural surveillance which would wholly overcome the associated issues.
- The proposals for the site will improve Cocks Yard, by opening up a new north-south route between Belmont Road and Cocks Yard which will help increase footfall along Cocks Yard, while also providing significant public realm improvements along Route 3.
- Review the traffic light arrangement and crossing facilities at the B483 Park Road / Gatting Way / South Common Road junction on Route 1.

- Resurfacing the footway on the north side of Wellington Road and installing tactile paving could improve access to Rockingham Recreation Ground on Route 5.

5.52 Each of the above recommendations are considered to improve the pedestrian / cyclist environment and would contribute towards an area in which walking, cycling or public transport would be preferred over the private vehicle.

5.53 The Development itself will contribute significantly towards promoting walking, cycling and public transport by providing vastly improved public realm at the centre of the site, with landscaping and public realm forming an integral part of the proposals. Furthermore, the site is located centrally in Uxbridge close to key public transport nodes and many amenities, provides high quality cycle parking to standards, and limits access by private vehicle through being car-free.

Conclusion

5.54 In conclusion, the Active Travel Audit has identified that safety, particularly during the night is the largest barrier to active travel between the key amenities on the Active Travel Routes. Therefore, the improvements proposed for the public realm locally will help improve people's travel to and from the Development, while also benefiting all existing users of Uxbridge town centre.

5.55 The overall results of the Active Travel Audit demonstrate that the pedestrian environment within the vicinity of the Development was generally positive overall, and that with minor physical measures, the key routes can be made accessible for all pedestrians and cyclists.

5.56 The aforementioned recommendations are identified as wider improvements for the authority to review against its programme of improvements, and are not necessarily identified as measures that are required to make this development acceptable in planning terms.

6 TRIP GENERATION

6.1 This section considers the multi-modal trip generation for both the existing site within its extant consent and the proposed development.

6.2 The trip generation assessment compares the trips generated by the existing site, and proposed land uses and considers the potential impact on the local transport network. The trip generation assessment is based on the scenarios set out in **Table 6.1**.

Table 6.1: Existing / Proposed Land Uses

Land Use	Existing	Proposed
Retail and Office Floorspace	4,716.13sqm	N/A
Flexible Class E Floorspace	N/A	1,115sqm
Co-Living Units	N/A	320 units
Hotel Bedrooms	N/A	162 rooms

6.3 The existing site accommodates 4,716.13sqm of floorspace which is principally formed of retail at lower levels and offices / ancillary retail floorspace above. The proposed development will provide 1,115sqm GIA of flexible Class E floorspace which would equate to a reduction in the associated floorspace available. On this basis, a full multi-modal trip generation assessment has not been undertaken for this aspect of the proposed development, and has focussed on the associated effects of the proposed co-living units and hotel bedrooms.

Proposed Co-Living Trip Generation

6.4 To calculate the number of trips to and from the Co-Living element of the development each day, person trip rate information has been sourced by interrogating the TRICS trip rate database for comparable developments. A Co-Living Room does not equate to a traditional residential dwelling as it represents a room within a wider building which offers communal facilities and amenities whilst a traditional residential dwelling can have multiple bedrooms and is typically self-contained.

6.5 Within TRICS, it is possible to calculate the person trip generation on a 'per room' basis which is considered to be the most appropriate methodology to calculate the person trip generation of the proposed development.

6.6 The following parameters were selected within the TRICS database to obtain the person trip rates for the 320 co-living bedrooms:

- Land Use: 03 – Residential. C – Flats Privately Owned
- Regions: Greater London
- Urban Category: Town Centre & Edge of Town Centre
- Unit Range: 50 to 750 units
- PTAL Score: 5, 6a or 6b
- Date Range: Surveys since 2019

6.7 This interrogation of the TRICS database resulted in 3 sites deemed as being suitable for comparison which are as follows:

- HM-03-C-02: Glenthorne Road in Hammersmith – 375 bedrooms in 2019.
- IS-03-C-08: City Road in Islington – 307 bedrooms in 2022.
- WF-03-C-01: Erskine Road in Walthamstow – 184 bedrooms in 2020.

6.8 The TRICS output file is contained within **Appendix B**, while the morning and evening peak hour person trip rates (per residential bedroom) are shown within **Table 6.2** alongside the estimated trip generation for the proposed 320 co-living rooms.

Table 6.2: Proposed Co-Living Person Trip Rates Per Flatted Bedroom & Trip Generation (320 Bedrooms)

Time	In	Out	Total	In	Out	Total
AM Peak 08:00-09:00	0.04	0.259	0.299	13	83	96
PM Peak 17:00-18:00	0.149	0.083	0.232	48	27	74

Note: minor numerical discrepancies are due to rounding

6.9 The 2011 Census 'Location of usual residence and place of work by method of travel to work' data (NOMIS dataset 'WU03EW') has been obtained for the local area, Hillingdon 015, to inform what mode of travel co-living residents at the Proposed Development are likely to utilise for their journey to work, as detailed within **Table 6.3**.

6.10 The modal split has been amended to reflect the car-free nature of the proposals. The restrictive nature of car parking at the proposed development will reduce the proportion of people who are able to, and will drive significantly. To reflect this, the driver mode share percentage has been set to 1.0% while the car passenger mode share percentage has been set to 0.5%, with all other modes re-apportioned to reflect this change. The adjusted census mode share for the local area is illustrated in **Table 6.3** below.

Table 6.3: Modal Split Assumptions – Proposed Co-Living Bedrooms		
Mode	**Census 2011 Modal Split (%)**	**Amended Modal Split (%)**
Underground	16.1%	31.6%
Train	3.3%	6.5%
Bus	11.8%	23.1%
Taxi	0.1%	0.2%
Motorcycle	1.0%	2.1%
Driving a Car or Van	46.9%	1.0%
Car or Van Passenger	3.1%	0.5%
Bicycle	2.0%	3.9%
On Foot	15.8%	31.1%
Total	100.0%	100.0%

6.11 The modal split has been applied to the trip generation to demonstrate the multi-modal trip generation for the proposed co-living rooms during the morning and evening peak hours. This is presented in **Table 6.4** below.

Table 6.4: Proposed Co-Living Multi-modal Trip Generation (320 Bedrooms)							
Travel Mode	**Mode %**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Underground	31.6%	4	25	28	14	8	22
Rail	6.5%	1	5	6	3	2	5
Bus	23.1%	3	18	21	10	6	16
Taxi	0.2%	0	0	0	0	0	0
Motorcycle	2.1%	0	2	2	1	1	1
Car Driver	1.0%	0	1	1	0	0	1
Car Passenger	0.5%	0	0	0	0	0	0
Cycle	3.9%	0	3	3	2	1	3
Walk	31.1%	4	24	28	14	8	22
Total	100.0%	12	78	90	45	25	70
Note: minor numerical discrepancies are due to rounding							

Proposed Hotel Trip Generation

6.12 In order to estimate the total number of trips associated with the proposed hotel, an assessment has been undertaken whereby the TRICS database has been interrogated, using a standard methodology. The TRICS database review sought similar sites based on the following criteria:

- Land Use: 06 – Hotel, Food & Drink. A – Hotels
- Regions: Greater London
- Urban Category: Town Centre & Edge of Town Centre
- Unit Range: 50 to 349 rooms (as TRICS dictates)
- PTAL Score: 4, 5, 6a or 6b (i.e. highly accessible sites)
- Date Range: Surveys since 2021 (i.e. most recent three years)

6.13 The assessment undertaken only yielded a single site survey of a Travelodge in Poplar (survey ref: TH-06-A-02) which comprises a 349-room hotel. In order to obtain a number of comparable hotel surveys to provide a more reliable dataset, the TRICS database was interrogated for older surveys to include surveys from 2014 onwards, with all other parameters remaining the same. Whilst this is underpinned by older data, it reflects hotels in accessible locations across London.

6.14 This interrogation of the TRICS database resulted in 3 sites deemed as being suitable for comparison which are set out in **Table 6.5** below, with a copy of the output data included at **Appendix C**.

Table 6.5: Available TRICS Survey Sites

Site Reference	Site Location	Hotel	No. of Rooms	Star Rating	PTAL	Nearest Station
GR-06-A-03 (2014)	Greenwich High Road, SE10 8JA	Novotel	151	4	4	c. 30m
LB-06-A-01 (2019)	Waterloo Road, SE1 8XA	Hampton by Hilton	297	3	6b	c. 330m
TH-06-A-02 (2023)	Oregano Drive, E14 2AE	Travelodge	349	3	4	c. 360m

6.15 It is considered the three sites available provide a sound basis to understand the trip generation of the proposed hotel as they each occupy locations with good to excellent access to public transport. All three of the sites are either car-free or car-light (under 0.20 spaces per room) and are within a 400m / 5-minute walk of a rail station. In addition, the three hotels are large enough in size to be comparable to the proposed development and despite the difference in star ratings, generate a similar number of person trips per bedroom. On this basis, it is considered appropriate to use the person trip rates from the TRICS database to quantify the number of person trips from the existing hotel on a daily basis.

6.16 The TRICS output file is contained within **Appendix C**, while the morning and evening peak hour person trip rates (per hotel bedroom) are shown within **Table 6.6** alongside the estimated trip generation for the proposed 162 hotel bedrooms.

Table 6.6: Proposed Hotel Person Trip Rates Per Bedroom & Trip Generation (162 Bedrooms)

Time	In	Out	Total	In	Out	Total
AM Peak 08:00-09:00	0.058	0.186	0.244	9	30	40
PM Peak 17:00-18:00	0.192	0.164	0.356	31	27	58

Note: minor numerical discrepancies are due to rounding

6.17 In order to determine the multi-modal trip generation of the proposed hotel use, modal split data has been obtained from the TRICS sample set above, and local census data for the method of travel to work data for people employed within the local area between 7am and 7pm. The TRICS data does not offer as detailed breakdown of travel mode share as census data and is based on a range of hotels with varying accessibility (nuances between bus and rail vs underground access), whilst the census data offers a more detailed insight to local travel characteristics and reflects the specific travel choices on offer to the local area, but is limited to people's method of travel to work rather than leisure trips.

6.18 The modal split for the proposed hotel use has been adjusted by augmenting the modal split data from the TRICS database and census data to better balance local travel characteristics and general hotel characteristics. This is summarised in **Table 6.7** below, where the adjusted modal share has been calculated by means of the following methodology:

- The 'Underground, metro, light rail or tram' mode was combined with the 'Train' mode to create an overall 'Underground / Rail' mode share, with the data from the TRICS database being used as the combined Underground / Rail mode share. This better reflects the local circumstances of Uxbridge, which lacks a National Rail link.

- The average has been taken between the TRICS and 2011 Census data for the proportion of trip taken by the bus mode share to reflect the high levels of bus service in Uxbridge town centre, but an expected lower willingness of hotel guests to use local buses in comparison to residents / commuters.
- The existing mode share from the 2011 Census data has been used for the motorcycle mode, reflecting the availability of motorcycle parking around Uxbridge town centre.
- The TRICS data has been used for the on-foot mode share, owing to the location of the proposed hotel within Uxbridge town centre, close to many shops and food outlets – a significant proportion of trips each day will be made by people visiting local amenities in the local area.
- To reflect the car-free nature of the proposed development and the inclusion of accessible parking only, the taxi mode share has been set to 10.0% while the car driver mode share has been set to 1.0%. To account for passengers within taxis and the vehicles of blue badge holders, car passenger mode share has been set to 5.0%. This reflects an appropriate level of travel by car (17.0%) which is broadly comparable to the TRICS derived mode share of 20.5%, whilst reflecting nuances in how it is calculated
- The remaining trips are assumed to be made by bicycle, with this accounting for 1.8% of the total mode share which is comparable to the modal share expressed within the TRICS data and Census mode share data.

Table 6.7: TRICS Mode Share vs Census Mode Share vs Combined Hotel Mode Share

Travel Mode	TRICS Mode Share	2011 Census Mode Share	Combined Hotel Mode Share
Underground, metro, light rail, tram	35.9%	16.1%	35.9%
Train		3.3%	
Bus, minibus, or coach	7.5%	11.8%	9.6%
Taxi	20.5%	0.1%	10.0%
Motorcycle, scooter or moped		1.0%	1.0%
Driving a car or van		46.9%	1.0%
Passenger in a car or van		3.1%	5.0%
Bicycle	0.5%	2.0%	1.8%
On foot	35.6%	15.8%	35.6%
Total	100.0%	100.0%	100.0%

6.19 The combined hotel modal split has been applied to the trip generation in **Table 6.9** to demonstrate the multi-modal trip generation of the proposed hotel during the traditional network morning and evening peak hours (8am-9am and 5pm-6pm). This is presented in **Table 6.8** below.

Table 6.8: Proposed Hotel Multi-modal Trip Generation (162 bedrooms)							
Travel Mode	**Mode %**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Underground / Rail	35.9%	3	10	13	10	9	19
Bus	9.6%	1	3	4	3	2	5
Taxi	10.0%	1	3	4	3	2	5
Motorcycle	1.0%	0	0	0	0	0	1
Car Driver	1.0%	0	0	0	0	0	1
Car Passenger	5.0%	0	1	2	1	1	3
Cycle	1.8%	0	1	1	1	0	1
Walk	35.6%	3	10	13	10	9	19
Total	100.0%	9	28	37	29	25	53
Note: minor numerical discrepancies are due to rounding							

Total Proposed Trip Generation

6.20 The total person trip generation of the proposed development, as summarised in Table 6.4 and Table 6.8, is summarised in **Table 6.9** below.

Table 6.9: Total Proposed Development Person Trip Generation						
Travel Mode	**AM Peak Hour**			**PM Peak Hour**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Underground / Rail	8	42	51	29	20	49
Bus	4	22	26	14	9	23
Taxi	1	3	4	3	3	6
Motorcycle	0	2	2	1	1	2
Car Driver	0	1	1	1	1	1
Car Passenger	1	2	2	2	1	3
Cycle	1	4	4	2	2	4
Walk	7	36	44	26	18	44
Total	22	113	135	79	53	132
Note: minor numerical discrepancies are due to rounding						

6.21 The trip generation in **Table 6.9** indicates the following:

- The majority of the trips generated by the proposed development will be made using public transport. During the morning peak hour 51 person movements will be made using the Underground / rail, and 26 using buses, while in the evening peak hour 49 person movements will be made using the Underground / rail, 11 on the train and 23 on the local bus services;

- A significant proportion of trips would be made on foot or by cycle, which is considered reasonable owing to the central town centre location, and the wide array of amenities and destinations locally. In total, 31.1% of person trips to the co-living element will be on foot whilst 35.6% of person trips to the hotel will be made on foot.

- The proposals will generate up to 4 taxi movements in the morning peak hour and 6 taxi movements in the evening peak hour which is considered to be negligible in the town centre context of the site.

- The total proposed trip generation assessment outlined above is considered to be highly robust as it doesn't consider existing retail / office uses given the reduction in floor area proposed.

7 EFFECTS OF THE DEVELOPMENT

7.1 This section of the report considers the potential traffic / transport effects of the proposed development, in particular, in relation to the following:

- Effect on the pedestrian network;
- Effect on the cycling network;
- Effect on public transport;
- Effect on highway network; and
- Servicing, deliveries and refuse collection.

7.2 As has been set out in Section 6, the proposed development would be expected to generate 135 person movements across the AM peak hour, and 132 person movements across the PM peak hour.

7.3 The number of person trips generated by the proposed development is unlikely to be perceptible, equivalent to approximately 2 person movements every minute on average. This level of activity is limited within the context of the wider area given the site's location within a town centre location.

7.4 In addition, consideration should be given to the trip generation potential of the existing site which is formed of 4,716sqm retail at lower levels with offices and ancillary retail floorspace above. The proposed development will accommodate 1,115sqm of flexible Class E floorspace, and as such, there will be an associated reduction in person trips and transport impacts associated with the reduction in floorspace which would offset the impacts associated with the hotel and co-living uses.

Impact on the Pedestrian Network

7.5 Whilst the significant majority of the trips that are made to the Site would incorporate an element of walking, Section 6 indicates that the proposed development would generate approximately 44 pedestrian movements in the morning peak period and 44 pedestrian movements in the evening peak period. In addition, a number of journeys by other modes (such as public transport) will require an element of walking to and from the site.

7.6 The Site benefits from being in an accessible location, being located centrally within Uxbridge town centre, and the array of shops, services, amenities, and facilities that are available within the local area.

7.7 A comprehensive Healthy Streets Assessment was undertaken of a number of existing local walking and cycling routes; the Active Travel Audit concluded that the pedestrian environment is generally provided to a good standard with some minor deficiencies identified.

7.8 The proposals commit to significant improvements to pedestrian accessibility and public realm improvements underpinned by the delivery of improvements to Cocks Yard, including:

- The realignment of the pedestrian route to provide a clear line of site between High Street and Bakers Road overcoming the existing issues with poor legibility and visibility.
- The provision of a new pedestrian route from Belmont Road to link into the existing pedestrian route between High Street and Bakers Road, improving permeability.
- The delivery of public open space with a central courtyard within the centre of the site to activate the pedestrian routes, providing a significant improvement to landscaping within the town centre.

7.9 The proposed development will allow for a widening of the footway on Belmont Road and Bakers Road providing a notable public benefit. During pre-application engagement with LBH, issues of queuing at bus stops on Bakers Road were raised, including how this can block the footway which was observed during the Active Travel Audit undertaken.

7.10 The widening of the footway on Bakers Road will increase the footway behind the bus stop from c.2m to c.2.5m whilst adding soft landscaping to improve the look of the footway in addition to increasing the footway south of the bus stop from c.4.6m to c.5.2m. These increases in footway are considered to be a material benefit of the proposed development.

7.11 Illustrative images of the proposed courtyard and improved walking routes through the site are illustrated in **Figures 7.1 – 7.4** below.

Figure 7.1: Image of New Courtyard (looking from Cock's Yard towards Belmont Road

Figure 7.2: Illustrative Image of Cocks Yard from Bakers Road towards High Street

Figure 7.3: Illustrative Image of Cocks Yard from High Street towards Bakers Road

Figure 7.4: Illustrative Image into Courtyard from Belmont Road

Healthy Streets Indicators

7.12 The Healthy Streets approach seeks to inform design, management, and use of public spaces in order to place people and people's health at the forefront of development decisions. The following assessment is based on the document *'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach'* (TfL, November 2017).

7.13 The Healthy Streets Approach to assessing the local environment has been adopted by TfL and the Mayor of London as the principle means of evaluating the area with an aim to help Londoners use cars less, and walk, cycle, and use public transport more.

7.14 The Healthy Streets Approach incorporates 10 Indicators for which the proposed development has been assessed against. **Table 7.1** below summarises each Healthy Streets Indicator and how the proposed development is beneficial to the pedestrian environment.

Table 7.1: Healthy Streets Indicators for Proposed Development

Healthy Streets Indicator	Proposed Development Provision
Pedestrians from all walks of life – London's streets should be welcoming places for everyone to walk, spend time in and engage in community life	The proposed development proposal includes the provision of public realm improvements by creating new pedestrian routes through the site, significantly improving Cocks Yard and enabling the delivery of widened footways on Belmont Road and Bakers Road.
Easy to cross – Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.	Existing crossing opportunities within the vicinity of the Site are currently reasonable. Notwithstanding this, the public realm improvements to the site will make new pedestrianised routes to improve permeability and connectivity. The proposed vehicular access into the basement will be formed of a sympathetic design which provides pedestrian priority.
Shade and shelter – Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.	The provision of trees and planters within the public realm improvements will create shaded areas with seating available to the public. The new courtyard area will provide a shaded outdoor area in the summer.
Places to stop and rest – A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.	The public realm improvements will be designed to achieve this, with seating and well-designed space for people to stop and spend time relaxing in.
Not too noisy – Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.	As parking will not be provided for the development beyond disabled parking spaces, the development will not generate a significant amount of noise. The provision of public realm improvements will have a beneficial impact in terms of encouraging active travel and human interaction through an improvement in journey ambience and public amenity.
People choose to walk, cycle and use public transport - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.	The car-free nature of the development will mean that residents, employees and visitors (except disabled motorists) will be expected to travel by sustainable or active modes. The proposed development is located centrally within the town centre and is therefore ideally located to take advantage of the location of the site in relation to the numerous public transport opportunities that exist.

Table 7.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	**Proposed Development Provision**
People feel safe – The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.	The public realm improvements will provide improved open public space, and significant improvements to Cocks Yard, which has been identified as contributing negatively to this Indicator.
Things to see and do – People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.	The Site is located close to local amenities and comes forward as a car-free development, thus employees and guests will have a range of services and day-to-day facilities which they will be required to walk and cycle to. The attractiveness of undertaking these journeys by foot and cycle will be enhanced by the high quality pedestrian environment surrounding the site, as well as the proposed public realm improvements.
People feel relaxed – A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.	Pedestrian and cyclist access to the site is a key part of the design of the Development. The number of vehicular accesses will be reduced to a single access to the basement car park; this will be designed to enable pedestrian priority on Bakers Road. The proposed public realm improvements will deliver greening and seating, which helps give a sense of place to the area.
Clean air – Improving air quality delivers benefits for everyone and reduces unfair health inequalities.	The servicing strategy for the Development will seek to encourage the use of electric vehicles and cargo bikes where possible. This, in combination with the planting within the public realm improvements, this will deliver benefits in terms of contributing towards improved air quality in the surrounding area. The removal of all standard parking from the Site will also improve air quality.

Stopping Up / Changes to the Public Highway

7.15 It is recognised that the existing arrangement of Cocks Yard is considered to be adopted public highway. The proposed development envisages significant improvements to the pedestrian route between High Street and Bakers Road, including the realignment of the walking route to provide a clear, straight route through the site to improve permeability and legibility.

7.16 To facilitate these works and achieve vehicular access into the site, it is proposed to deliver the vehicular access ramp approximately where the existing Cocks Yard pedestrian route is located. It will therefore be necessary to extinguish highway rights across the extent of the existing Cocks Yard route and provide a new dedicated pedestrian route that follows the alignment proposed.

7.17 Extinguishing highway rights would be achieved following planning permission by the granting of a stopping-up order under Section 247 of the Town and Country Planning Act. The Applicant welcomes the opportunity to continue to discuss how the proposed walking route through the site would be secured to give confidence to LBH that it will remain a publicly accessible walking route in perpetuity.

7.18 A proposed stopping up plan has been prepared and included at **Appendix D** to illustrate the extent of stopping up proposed.

Impact Upon the Cycle Network

7.19 It is anticipated that there could be in the region of 4 cycle trips during the weekday morning peak hour and 4 additional cycle trips during the weekday evening peak hour. This level of increase in cycle trips on surrounding routes would not result in a noticeable change in the level of service for existing cyclists.

Cycle Parking – Long-Stay Quantum

7.20 Cycle parking will be provided in accordance with the London Plan 2021 standards for long-stay and short-stay cycle parking. The principles adopted are outlined below with respect to each use individually.

7.21 The long-stay cycle parking for the co-living units will be provided in accordance with the Large Scale Purpose-built Shared Living ('LSPBSL') London Plan Guidance ('LPG'), providing 0.75 spaces per room, equating to 240 cycle parking spaces. In total, 240 spaces are proposed in accordance with the London Plan requirement.

7.22 The long-stay cycle parking for the hotel will be provided within a dedicated cycle store at basement level, providing 9 spaces in accordance with the minimum standards set out within the London Plan. Policy T5 of the London Plan prescribes a long-stay cycle parking provision of 1 space per 20 rooms, equating to the provision of 8.1 spaces, and, as such, 9 spaces are compliant.

7.23 Owing to the flexible potential use of the flexible Class E commercial element of the proposals, it is not typically possible to determine the anticipated levels of cycle storage required. However, the Applicant has demonstrated how a single store can be provided at basement with space for 14 cycles which would accommodate the realistic occupancy of the space by traditional retail units.

7.24 Subject to the end user of the units, and based on a floor area of 1,115sqm, the following number of cycles is required for each potential use within Class E:

- Option 1 (Food Retail) – 7 long-stay spaces and 40 short-stay spaces.
- Option 2 (Non-Food Retail) – 5 long-stay spaces and 17 short-stay spaces.
- Option 3 (Mixed Retail) - 7 long-stay spaces and 56 short-stay spaces.
- Option 4 (Offices) – 15 long-stay and 3 short-stay spaces.

7.25 The provision of 14 spaces therefore significantly exceeds the policy requirements for the store assuming traditional retail uses occupy the spaces which is expected given the high street location of the site. However, as some of the space could reasonably be occupied by an office use, the additional long-stay provision therefore provides redundancy and flexibility to accommodate future demands of the Class E units.

7.26 The proposed quantum of long-stay cycle parking is therefore considered acceptable within the context of the London Plan and meeting the future demands for cycling within the site.

Long-Stay Cycle Parking Design

7.27 The proposed design of the long-stay cycle parking has been prepared to reflect prevailing best practice including allowing for a range of types of cycles. Each use will benefit from separate cycle parking areas to provide appropriate security and access.

7.28 The design of the respective cycle stores provides a mixture of spaces to meet the varying needs of cyclists and will comprise 5% accessible spaces (double width Sheffield stands); 20% Sheffield stands, and 75% two-tier stands. The cycle store will benefit from aisle widths measuring at least 2.5m.

Cycle Parking Access

7.29 The long-stay cycle parking will be provided at basement level and can be accessed via the proposed vehicular ramp or via a dedicated cycle lift accessed from the internal courtyard. The vehicular ramp will have a gradient of 1:10, and whilst it will be suitable for most cyclists, it would not provide step-free access for accessibility requirements. The proposed cycle lift will be designed to align with LCDS standards (measuring at least 1.2m x 2.3m in size) and provides step-free access for all cyclists into the cycle store.

7.30 The proposed cycle lift has been designed to be located where it would be clearly visible, convenient to use with, and with ease of access; this directly responds to pre-application advice received from LBH.

7.31 During the pre-application meeting with LBH in January 2024, further information was requested on the operation of the ramp and whether it could accommodate a segregated cycle lane. The provision of a segregated cycle lane will significantly widen the width of the proposed access ramp, which would in turn affect the attractive new pedestrian route through the site.

7.32 The ramp will be subject to very low vehicular flows as it will only serve 9 accessible car parking bays, and expected to generate 1 car movement per hour as set out within the proposed site trip generation assessment. On this basis, cyclists can use the ramp and be subject to the traffic light controls, which will readily accommodate the anticipated volumes and usage. It is therefore considered that a segregated cycle ramp would not be appropriate or necessary, and that the proposed arrangement would be safe for cyclists.

Short-Stay Cycle Parking

7.33 Short-stay cycle parking for the retail uses will be provided in accordance with the London Plan standard for non-food retail (1 space per 60sqm GEA for first 1,000sqm GEA, 1 space per 500 sqm GEA thereafter) to reflect the realistic end user of the spaces and the range of uses that could be offered. With circa 1,115sqm of retail floorspace, this would require 17 spaces.

7.34 It is noted that the proposals will result in a reduction in retail floorspace and the existing site does not offer any cycle parking within its demise. Owing to the town centre location, and the presence of cycle parking locally, it is considered that the provision of short-stay cycle parking for the retail is superfluous and not required.

7.35 The proposed co-living rooms would generate a demand for 9 short-stay cycle parking spaces and the proposed hotel would generate a demand for 4 short-stay cycle parking spaces.

7.36 Short-stay cycle parking will be provided within the ground floor landscaping within land controlled by the Applicant. Based on the accommodation schedule and figures outlined above, 30 short-stay cycle spaces would be required; however, only 13 spaces are required to facilitate the demands associated with the hotel and co-living uses.

7.37 Across the site, pockets of cycle parking will be provided in proximity to building entrances and in public areas to provide easily accessible facilities for all uses; a total of 24 cycle parking spaces (12 Sheffield stands) are proposed.

7.38 The proposed quantum of short-stay cycle parking is considered acceptable it seeks to maximise the quantum of cycle parking available without compromising the benefits of the proposed public realm and space available for pedestrians. The proposals will deliver a reduction in retail floorspace in comparison to the existing situation and the proposed retail uses constitute the majority of the demand for cycle parking in accordance with policy (up to 17 spaces). The proposed short-stay-cycle parking exceeds the requirements for the hotel and co-living uses (13 spaces).

Public Transport Impact

7.39 As set out previously in Section 5, the Site provides an excellent level of accessibility to public transport and this is reflected by the PTAL rating of 6a. This is a consequence of the central location of the site in relation to Uxbridge underground station and local bus services. Once the small level of additional person movements is dispersed across the local transport network and the array of services offered, the impact upon any one service is unlikely to be discernible.

7.40 The proposed development will be expected to generate 77 public transport person trips in the morning peak hour (51 Underground / rail and 26 bus trips) and 72 public transport person trips in the morning peak hour (49 Underground / rail and 23 bus trips).

7.41 According to the TfL timetables, 68 bus services operate per hour in each direction from the stops located within a reasonable walking distance of the site, equivalent to approximately 1 service every 50 seconds. The proposed development will therefore generate less than 1 bus person movement per service per hour; this is not considered to represent a material impact.

7.42 Owing to the lack of a rail station nearby, it has been assumed that all rail and underground trips will route via Uxbridge underground station. According to the Webcat PTAL online calculation for the site, as many as 17 underground services serve the station per hour. As such, the proposed development would be expected to generate approximately 3 passenger trips per service per hour on average. This level of additional demand is unlikely to be perceptible and fall within daily patronage fluctuations at the station.

7.43 It is therefore considered that the anticipated number of rail and underground users can be readily accommodated without creating an unacceptable impact upon service use or capacity.

Impact on Bus Infrastructure

7.44 Consideration has been given to the impact of the proposed development to local buses and bus infrastructure. Whilst detailed information is included elsewhere within this assessment, this has also been consolidated in this section to provide clarity and for the avoidance of doubt. It is recognised that this would be a key concern for TfL.

7.45 The proposed design does not affect any bus infrastructure in any capacity. All bus stops and bus stands are proposed to remain in situ and will not be proposed to be amended by the Applicant.

7.46 The existing site accommodates a large public car park which will be lost in the redevelopment of the site. Restricting car parking and vehicular activity on site to a small number of accessible spaces significantly reduces vehicular traffic on Bakers Road and therefore reduces conflicts with buses.

7.47 Furthermore, the existing site accesses are blocked by bus stops which extend across their frontage. The proposed access strategy into the basement car parking area relocates the site access to a point where no bus stops are located. This provides the opportunity for the existing footway to be reinstated across the site frontage on Bakers Road to provide improved facilities for pedestrians to board and alight buses.

7.48 The proposed development will allow for a widening of the footway on Belmont Road and Bakers Road provided a notable public benefit. During pre-application engagement with LBH, issues of queuing at bus stops on Bakers Road were raised, including how this can block the footway.

7.49 The widening of the footway on Bakers Road will increase the footway behind the bus stop from c.2m to c.4m – doubling the width available and increase the footway south of the bus stop from c.4.6m to c.6.7m. These increases in footway are considered to be a material benefit to the scheme.

7.50 The proposed improvements to the Cocks Yard route will significantly improve legibility, safety, wayfinding and permeability between the High Street and the buses on Bakers Road and is considered a material benefit.

7.51 In the GLA pre-application meeting, TfL noted that the 'Agent of Change' principals would apply to reflect the noise associated with the operation of buses on Bakers Road. This is acknowledged.

7.52 The pre-application advice received from the GLA noted that "a contribution towards improving bus infrastructure within proximity to the site will be sought in line with Policy T3". The Applicant welcomes the opportunity to discuss the extent of any financial contributions that may be secured, given the proposals will provide significant improvements to bus access and footway widths as outlined above.

Access Strategy

7.53 Access into the site has been prepared to align with pre-application advice, and reflect the opportunities and constraints of the site.

7.54 Vehicular access into the site will be achieved on Baker's Road which will provide basement car parking for accessible car parking spaces only to serve both the co-living uses and hotel. The access and ramp has been designed to align with 'Car Park Design' (Institute of Structural Engineers, June 2023).

7.55 During pre-application discussions, two different designs for the ramp were shared with LBH for discussion and agreement, which allow for either a two-way working ramp or a single-way working ramp with a passing space at the top.

7.56 It was agreed by LBH that a one-way working ramp would be the most appropriate solution and this has been adopted in the proposed design. The ramp will be subject to a 1:10 gradient to align with Car Park Design guidance.

7.57 The design of the vehicular crossover at the top of the ramp will provide pedestrian priority for pedestrians walking on Baker's Road. The proposed design envisages the creation of a 'Copenhagen Crossing' which provides a level surface across the footway and gives priority to pedestrians. Alternatively, the access could be formed of a traditional crossover which would also provide an appropriate reduction in vehicle dominance and provide a continuous footway for pedestrians across the access.

7.58 Earlier designs prepared for car parking access by a previous consultant team during the pre-application process envisaged access being taken from Belmont Road. This was avoided to reduce the impacts upon disabled parking on Belmont Road across the site frontage and reduce impacts to pedestrians where Belmont Road is identified as a primary retail frontage by LBH.

7.59 In accordance with pre-application discussions, a loading bay will be required on Belmont Road to serve the respective uses and reduce drag distances for bins. This will allow for 4 accessible parking spaces and a 20m length loading bay across the site frontage.

7.60 As a consequence of the rationalisation of the parking spaces across the site frontage, illustrative designs have been prepared to indicate where the 2 accessible parking spaces and motorcycle parking spaces at the site frontage could be relocated to within the closest opportunities to the site.

7.61 Owing to the restrictive nature of Baker's Yard, where bus stops present across the existing accesses cannot be moved / reduced, the proposed car park access will affect the location of the existing loading bay across the site frontage.

7.62 The current location of the loading bay would effectively block the access into the site. Unless amendments to the bus stops could be pursued, it will be necessary to remove the loading bay. Instead, the Applicant proposes to introduce double yellow line parking restrictions which would allow for loading and servicing to occur at this location, including to serve neighbouring uses; however, a vehicle would block the access to the proposed basement parking.

7.63 As such, the proposed design and access solution has been developed to work in a holistic manner, considering the opportunities and constraints of the site to achieve the following:

- No net loss in on-street accessible car parking;
- All bus stops and bus stands remain as per the existing situation and are unaffected by the development proposals;
- The proposals remove existing accesses which require vehicles to cross bus stops which reduces conflicts with buses;
- Restricting car parking and vehicular activity on site to a small number of accessible spaces significantly reduces vehicular traffic on Bakers Road.
- The loss of a loading bay on Bakers Road is unfortunate but double yellow line restrictions would still enable loading to occur.

7.64 The proposals prevent an access being located on Belmont Road which would have a significant impact upon disabled parking and affect the flow of pedestrians on this element of the high street.

7.65 A copy of the proposed arrangement is included at **Appendix E** and illustrated in **Figure 7.2** below.

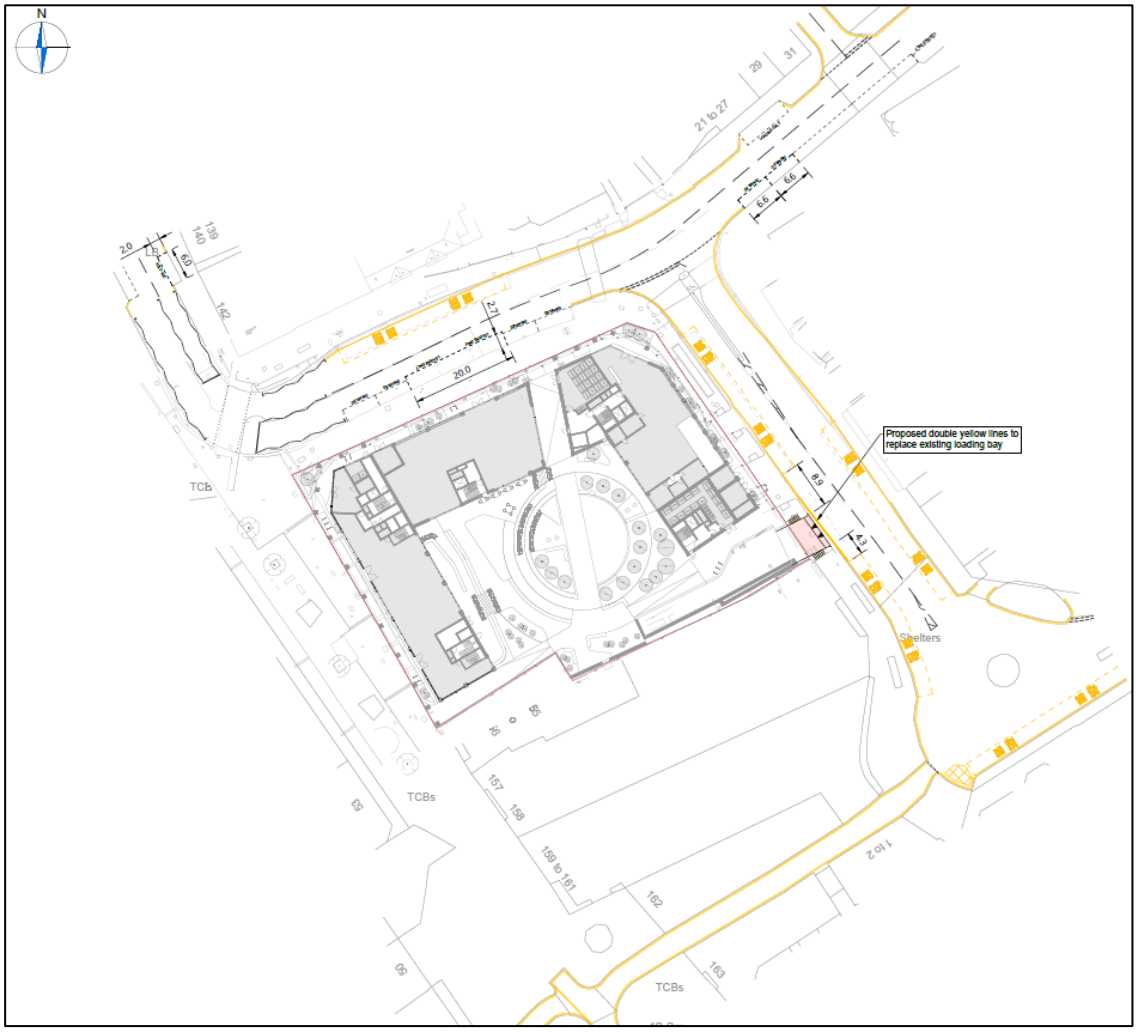


Figure 7.2: Proposed Highway Arrangement

7.66 Vehicle swept path analysis has been undertaken of the proposed loading bay on Belmont Road and access into the car park on Bakers Road as requested by LBH and TfL. A copy of this is attached at **Appendix F**.

Traffic Impact

7.67 The proposed development will remove all standard on-site vehicle parking in order to provide a car-free development, providing only disabled car parking for the proposed development.

7.68 The existing site accommodates a public car park and accommodates up to 67 parking spaces. Assuming a highly conservative estimate of the usage of the car park where each parking space is only used once per day for commuter parking, this would equate to 67 vehicle arrivals and 67 vehicle departures per day (134 vehicle movements). In reality, the number of vehicle movements to and from the site is expected to be much higher given the town centre location and associated potential usage.

7.69 The proposed development is car-free, with the exception of disabled car parking, and, as such, it is expected that car driver and vehicle movements will be notably reduced.

7.70 Assuming each disabled parking bay is used a single time per day, this equates to 9 car arrivals and 9 car departures (18 vehicle movements). It has been calculated that the proposed site will generate in the order of 39 servicing vehicles per day, equating to up to 78 vehicle movements. As such, the proposed development is expected to generate a demand for up to 87 two-way vehicle movements per day.

7.71 On this basis, the proposed development will yield a notable reduction in vehicle trips each day in comparison to the existing site, without any consideration to the delivery and servicing demands associated with the existing uses, and will provide a material benefit to the local area in traffic terms.

Taxis

7.72 In addition to travelling by public transport, it is expected that a small number of journeys will be made to / from the development by taxi associated with the hotel. The trip generation assessment found that the proposed development will generate 4 taxi movements in the morning peak hour and 6 taxi movements in the evening peak hour.

7.73 It is important to note however, that the majority of taxi trips will not be new / primary trips, but rather associated with taxis already in the area diverting to or passing by the hotel. In addition, while it is expected that an increase of up to 6 taxi movements per hour will be generated, it is likely that many of these trips will involve two or more people in the same taxi and therefore is expected that the actual increase in taxis at the site will be fewer.

7.74 It is anticipated that taxi activity will be accommodated on-street within available legal parking and/or waiting opportunities.

Coach Pick-up/ Drop-off

7.75 To prevent unnecessary disruption in the local area, a restriction will be secured by legal agreement or by Planning Condition to prevent coaches visiting the site.

7.76 It is confirmed that the Applicant will not permit coach bookings, and prospective bookings by guests will be restricted by staff at the time of booking. In the event that a party seeks to make a large booking, at the time of booking, staff will make guests explicitly aware that coaches will not be permitted and that coaches are not able to access the hotel as a consequence of local restrictions. Alternative travel information will be given, enabling guests to be informed of how easy it is to travel by public transport.

Car Parking

7.77 A car-free approach is proposed to serve the development to reflect the highly-accessible location of the development, with the exception of accessible car parking, whereby 9 on-site accessible parking spaces are proposed to serve the development within the basement to serve the co-living and hotel uses.

7.78 The co-living rooms will benefit from 4 accessible parking spaces. The proposed quantum of accessible parking proposed aligns with the level of parking provided at other comparable planning permissions across London where it is recognised there is limited demand. Recent planning precedents across London have been summarised in **Table 7.2** below.

Table 7.2: Accessible Car Parking across Shared Living Developments

Scheme	LPA	Planning Ref	Rooms	Accessible Spaces	Accessible Spaces per Unit
Keith House	Hillingdon	2021/2782	376	3	0.00798
Blackhorse Lane	Waltham Forest	222417	274	2	0.00730
Chatfield Road	Wandsworth	2019/5484	182	3	0.0165
Garratt Mills	Wandsworth	2019/1083	292	2	0.0068
Folk Harrow	Harrow	P/2555/18	182	5	0.02747
Penarth Street	Southwark	22/AP/1603	281	3	0.0107
Bath Road	Hounslow	P/2019/3140	248	4	0.1613
Fife Road	Kingston	20/00945/FUL	200	1	0.0050
56-58 Marsh Wall	Tower Hamlets	PA/22/00591	795	1	0.0013
Average Spaces per Unit					0.01138
Accessible Parking Demand (320 Units)					3.64

7.79 It is evident that across other co-living sites across London, it has been recognised that it is not appropriate to rigidly apply the accessible car parking policy within the London Plan (Policy T6.1) for a Sui Generis planning use such as Shared Living. Instead, the level of car parking provided has been considered on a case-by-case basis, and typically provides 2-3 disabled bays for the size of the development proposed. On average, across the nine developments outlined above, accessible parking has been delivered at a level of 0.01138 spaces per room, equating to a demand for 3.64 spaces for the proposed 320 rooms.

7.80 With respect to the hotel Policy T6.4 of the London Plan (Hotel and Leisure Uses Parking) stipulates that *"In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing"* and that *"Disabled persons parking should be provided as set out in Policy T6 .5 Nonresidential disabled persons parking"*.

7.81 Policy T6.5 simply prescribes a proportion of parking spaces should be accessible (6% for hotels) and states *"Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay"*. This would infer one accessible space for the hotel would be needed.

7.82 Consideration has been given to other hotel planning applications across LBH to determine an appropriate level of accessible parking to be provided. These are summarised in turn below:

- A resolution to grant planning permission in 2022 (2385/APP/2022/2952) for a site on the Uxbridge Road which provided 14 accessible spaces to serve 435 rooms. On a pro-rata basis, a 162-bed hotel would provide 5 spaces.
- A previously withdrawn planning application for the site offered 5 accessible spaces for a 140-room hotel.
- A scheme for 653 hotel rooms was agreed to be served by 20 accessible spaces (ref: 12502/APP/2020/3618). This would equate to 5 spaces to serve 162 hotel rooms.

7.83 On the basis of the above, 5 accessible parking spaces would be appropriate and sufficient to serve the proposed 162-bed hotel.

Servicing Strategy

7.84 The proposed deliveries, servicing and waste collection strategy has been developed to reflect the pre-application discussions undertaken with LBH. All servicing activity will occur on-street, using the proposed loading bay on Belmont Road or the potential double-yellow line restrictions available on Baker's Road.

7.85 Waste stores associated with the development have been located to be as close as possible to the site frontage to reduce drag distances whilst also seeking to maximise active site frontage.

7.86 To estimate the number of deliveries expected at the proposed development for the shared living and food and beverage uses, consideration has been given to the number of deliveries recorded at The Collective's Old Oak Shared Living development – the largest and longest running such co-living operation in London. The data collected has been used to inform a number of co-living permissions across London. **Table 3.2** below summarises the number and type of deliveries recorded by site management.

Table 3.2: Weekly Delivery Schedule at The Collective Old Oak

Type	Attendance	Vehicle Type
Royal Mail	1 x per day	Small Van
Amazon	3-5 x per day	Small Van
Hermes	1 x per day	Small Van
DPS	1 x per day	Small Van
Other	3-4 x per day	Small Van
Linen	2 x per week	Large Truck
Cleaning Products	1 x per month	Large Truck
Contractors	3 x per day	Small Van

7.87 The Old Oak site accommodates 544 bedrooms – notably more than the 320 co-living bedrooms at the Proposed Development. Whilst a number of deliveries will be consistent (such as Royal Mail); in reality, it would be expected that the number will be less than that recorded at Old Oak due to the difference in scale of the proposals and different operations (the proposals would not include linen deliveries).

7.88 However, for the purpose of considering a worst-case assessment, the number of deliveries each day is expected to be the same; this aligns with the approach undertaken for multiple Shared Living developments across London, whose planning applications have been underpinned by this data and approach.

7.89 As such, it is expected that the co-living aspect of the development will generate a demand for up to 12-15 deliveries per day during the week, relating to daily deliveries only - equivalent to 1-2 per hour.

7.90 During pre-application discussions with TfL, it was requested that further information is provided on likely servicing and deliveries, including allowing for deliveries by cycle and motorcycle associated with the co-living use.

7.91 The aforementioned servicing data is based upon a much larger development of 544 bedrooms in comparison to that which is proposed and is likely to overestimate the number of deliveries per day and would therefore make an allowance for deliveries by cycle or motorcycle.

7.92 The proposed hotel would be expected to generate a demand for 7 deliveries per day. The TRICS database includes surveys of other hotels across London, of which only one site has servicing data available associated with the Hampton by Hilton hotel survey only (no other hotel servicing data is available within TRICS). The survey recorded as many as 7 servicing vehicles across the entire day served the 297-room hotel. As such, the proposed 162-room hotel would be expected to generate a demand of 3-4 servicing vehicles per day, applying the Hampton by Hilton data on a pro rata basis.

7.93 It is considered that an assumption of 3-4 deliveries per day for the hotel is appropriate, reflecting the size of the hotel and its offering, comprising of hotel rooms and a food service for guests. Across a typical week, the following number of deliveries could be expected, equating to 3-4 deliveries per day:

- Approx 6x linen deliveries;
- Approx 6x food supply/other consumables deliveries;
- 1x beverages delivery;
- Approx 5x refuse and recycling collections; and,
- Approx 2 x general deliveries (e.g. stationary).

7.94 The proposed retail uses will be expected to generate fewer deliveries per day than the existing situation whereby the existing site comprises a larger quantum of floorspace (4716.13 sqm existing vs 1,115sqm proposed).

7.95 The City of London Loading Bay Reckoner calculates that retail units generate 1.35 deliveries per 100 sqm GEA of floorspace per day. As such, based on 1,115sqm GIA (c.1,225sqm GEA) of floorspace, the retail units will generate 16-17 deliveries per day.

7.96 During the pre-application meeting with the GLA, TfL requested further information on retail servicing as the City of London data may not be appropriate for an Outer London site. It is considered that the City of London data remains appropriate as a retail unit would expect to have similar servicing demands regardless of its location as they require regular deliveries of stock to meet customer demands.

7.97 In our professional experience, a retail unit could be expected to generate a demand for 1-3 servicing vehicles per day. As such, the proposed retail units, if subdivided into 4 different units as a worst case, would generate in the order of 4-12 deliveries per day which is lower than calculated using the City of London data.

7.98 In summary, it is envisaged that the proposed development will generate a demand for up to 36 deliveries per day (12-15 for the co-living use; 3-4 for the hotel use; and, 16-17 deliveries for the retail uses).

Delivery and Servicing Plan

7.99 A Delivery and Servicing Plan has been prepared as a separate document and submitted with the planning application to align with the pre-application advice received from the GLA (TfL) and LBH.

8 MITIGATION MEASURES

8.1 This section provides details of the proposed mitigation measures, which will be implemented to reduce the transport effects of the proposed development on the surrounding transport network, both during the construction and operational phases.

8.2 A range of measures are embedded within the scheme design, as discussed within Section 3, including public realm improvements, car parking removal, a managed servicing solution and the promotion of active travel. The additional mitigation measures, some of which have been identified as a result of the assessment within this report, are summarised below.

Delivery & Servicing Plan

8.3 In order to ensure that the impact of deliveries and servicing associated with the development is minimised, a Draft Delivery & Servicing Plan (DSP) has been prepared. It is envisaged a final DSP could be secured by way of a legal agreement or planning condition.

8.4 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians.

8.5 The purpose of the DSP will be to mitigate the potential impacts of servicing and waste collection activity associated with the development. The key aims and objectives of the DSP are:

- To minimise disruption to the local roads and Strategic Road Network (SRN).
- To ensure that deliveries are continuously and effectively managed.
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To manage the number / volume of delivery vehicle movements during the AM and PM peak periods.

Residential Travel Plan

8.6 Co-living residents and their visitors will be encouraged to travel by sustainable modes through the implementation of a Residential Travel Plan ('Travel Plan'). A Travel Plan has been prepared by Caneparo Associates and included as a separate document as part of the planning application. This is considered an improvement on the existing situation at the site where no Travel Plan is in place.

8.7 The Travel Plan has been prepared in accordance with TfL and LBH guidance concerning new development in London.

Hotel Travel Plan

8.8 Hotel guests and staff will be encouraged to travel by sustainable modes through the implementation of a Framework Hotel Travel Plan ('Travel Plan'). A Travel Plan has been prepared by Caneparo Associates and included as a separate document as part of the planning application.

8.9 The Travel Plan has been prepared in accordance with TfL and LBH guidance concerning new development in London.

Construction Logistics Plan

8.10 To reduce the effects of construction vehicles on the local highway network, an Outline Construction Logistics Plan ('CLP') has been prepared as part of the planning application submission. The CLP includes further information on the type and management of construction vehicles, construction vehicle access and routeing arrangements, and measures to ensure pedestrian, cyclist, and vulnerable road user safety during construction.

9 SUMMARY AND CONCLUSION

Summary

9.1 Caneparo Associates has been appointed by DNA Uxbridge Ltd ('the Applicant') to provide traffic and transport advice in relation to the proposed development of the site known as 148-154 High Street, Uxbridge, UB8 1JY ('the site'), within the London Borough of Hillingdon ('LBH').

9.2 This report has assessed the transport and highway related implications of the proposed development which are summarised below.

- The site benefits from an excellent level of public transport accessibility, reflected by its PTAL of 6a, underpinned by the site's location within central Uxbridge, including access to Uxbridge Underground Station and bus routes.
- The proposed design and assessment has been prepared following pre-application engagement with the GLA and LBH.
- The proposals are underpinned by a landscape-led public realm strategy incorporating significant improvements to pedestrian permeability through the site addressing the existing issues associated with Cocks Yard.
- The proposed development will be car-free to reflect the highly accessible location of the development, with the exception of 9 disabled car parking spaces. This is considered an acceptable disabled car parking provision, reflecting an appropriate level against Policy T6 of the London Plan and planning precedents.
- The proposals will deliver high-quality cycle parking facilities in accordance with the London Plan and the London Cycle Design Standards, including the provision of a range of cycle parking types.
- The site's existing public transport facilities combined with the absence of general car parking provision, and cycle parking to policy standards will maximise the sustainability of the site in accordance with local, regional, and national policy and will promote a sustainable form of development.
- The proposals include a Residential Travel Plan, a Hotel Travel Plan, a Delivery and Servicing Management Plan and an Outline Construction Logistics Plan, which can be secured by planning condition or legal agreement.

Conclusion

9.3 In light of the above, it is concluded that the planning application proposal is acceptable in traffic and transport terms. Taking into consideration the benefits of the development and mitigation measures proposed, it is considered to be consistent with relevant transport policy and guidance and meets the key test of the NPPF at Paragraph 115, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

Job No: 2023-5274
File Ref: N01-CC-Transport Scoping Note D1 (240108)
Date: February 2024
Job Title: 148-154 High Street Uxbridge

Subject: **Transport Scoping Note**

Introduction

1. This Transport Scoping Note has been prepared to inform pre-application discussions with the London Borough of Hillingdon ('LBH') in their role as the local planning and highway authority and Transport for London ('TfL') in its role as the strategic highway authority regarding the site at 148-154 High Street, Uxbridge.

2. This note sets out details of the site, its local context, the emerging proposal, and the key considerations relevant to transport and highways for discussion and agreement with LBH, including outlining the principals that have been adopted. This note has been prepared to be read in conjunction with a pre-application design document prepared by Child Graddon Lewis ('CGL') Architects.

3. A Scoping Note was originally shared with LBH and TfL in January 2023 and this Note has been prepared to provide further information and detail following a pre-application meeting with LBH on 26th January 2024 and a meeting with the Greater London Authority ('GLA') on 1st February 2024 which was attended by TfL. In each meeting, further discussion regarding transport matters occurred, and, as such, this Note has been prepared to provide additional information as necessary.

Development Proposal

4. The proposal envisages the redevelopment of the site to deliver a mixed-use scheme befitting of its location within Uxbridge's High Street and is expected to comprise the following elements:

    - High quality retail on High Street and Belmont Road;
    - c.320 co-living rooms with associated amenities and facilities; and,
    - A c.150-bed hotel.

5. The proposals incorporate a public courtyard within the development to positively respond to pre-application engagement with LBH, allows for significant improvements and landscaping to the existing Cocks Yard walking route, and significantly improves connectivity with the delivery of a walking route from Belmont Road.

6. The proposed development will include a ground floor set back on Belmont Road and Baker's Road to provide significantly improve pedestrian amenity, including on Baker's Road where existing issues with queuing for buses has been raised by LBH during pre-application discussions. The proposed set back on each façade is c.2.-3m in width, which provides significant improvements and offers the opportunity for public realm improvements and landscaping, subject to discussion with LBH.

7. The location of the site in relation to its local context is shown in **Figure 1** below.

Figure 1: Site Location Plan

Site Description

8. The site is located centrally within Uxbridge High Street occupying a prominent site which fronts the High Street, Belmont Road and Baker's Road. The site is currently formed of retail units across the ground floor which principally front High Street and Belmont Road, with limited activation on Baker's Road; this is principally used for vehicular access with limited entrances to serve upper floor accommodation across the site, which is principally formed of offices.

9. Three vehicular accesses into the site are achieved from Baker's Road which are summarised as follows:

    - Entrance to Ground Floor Parking and Servicing Courtyard;
    - Exit from Ground Floor Parking and Servicing Courtyard; and,
    - Two-way access to basement car parking area, including a 130-space public car park.

10. The relationship of the existing ground floor arrangement in the context of the existing street scene is shown in **Figure 2** below.

Figure 2: Existing On-Street Highway Arrangement

11. It is evident that bus stop markings have been installed on Baker's Road across the site frontage which block accesses into the site, with only the existing vehicular entrance into the ground floor courtyard servicing area free of obstruction. Typically bus stops and loading bays would not be located across an existing access as if a bus is waiting, vehicles are unable to enter or leave the site and risk blocking the highway. This makes for a peculiar arrangement which restricts the opportunities of the site.

12. The site benefits from an excellent level of public transport accessibility with a PTAL of 6a and is located almost adjacent to Uxbridge Underground station being within 100m of the entrance and located adjacent to the main cluster of town centre bus stops which are focussed on Baker's Road adjacent to the site.

13. The High Street is largely pedestrianised with excellent walking infrastructure and links across the local area, including signalised pedestrian crossings on key roads such as the crossing adjacent to the site on Belmont Road at the northern end of the High Street. Good cycle links are available locally including demarcated cycle routes on key local roads such as Hillingdon Road and Park Road.

Access Strategy

14. Access into the site has been prepared to align with pre-application advice, reflect the opportunities and constraints of the site, and improve upon previous designs prepared by the previous design team.

15. Vehicular access into the site will be achieved on Baker's Road which will provide basement car parking for accessible car parking spaces only to serve both the co-living uses and hotel. The access and ramp has been designed to align with 'Car Park Design' (Institute of Structural Engineers, June 2023).

16. Two different designs for the ramp have been shared with LBH for discussion and agreement which allow for either a two-way working ramp or a single-way working ramp with a passing space at the top.

17. It was agreed by LBH that a one-way working ramp would be the most appropriate solution and this has been adopted in the proposed design. The ramp will be subject to a 1:10 gradient to align with Car Park Design guidance.

18. The design of the vehicular crossover at the top of the ramp will provide pedestrian priority for pedestrians walking on Baker's Road. The current illustrative design envisages the creation of a 'Copenhagen Crossing' which provides a level surface across the footway and gives priority to pedestrians. Alternatively the access could be formed of a traditional crossover which provides a reduction in vehicle dominance.

19. Previous designs prepared for car parking access by a previous consultant team envisaged access being taken from Belmont Road. This was avoided to reduce the impacts upon disabled parking on Belmont Road across the site frontage and reduce impacts to pedestrians where Belmont Road is identified as a primary retail frontage by LBH.

20. In accordance with pre-application discussions, a loading bay will be required on Belmont Road to serve the respective uses and reduce drag distances for bins. This will allow for 4 accessible parking spaces and a 20m length loading bay across the site frontage.

21. As a consequence of the rationalisation of the parking spaces across the site frontage, illustrative designs have been prepared to indicate where the 2 accessible parking spaces and motorcycle parking spaces at the site frontage could be relocated to within the closest opportunities to the site.

22. It is understood that the proposed locations for relocated accessible parking and motorcycle parking are acceptable to LBH and confirmed in a pre-application meeting in January 2024.

23. Owing to the restrictive nature of Baker's Yard where bus stops are present across the existing accesses into the site and it not being possible to move / reduce bus stops, the proposed car park access will affect the location of the existing loading bay across the site frontage.

24. The current location of the loading bay would effectively block the access into the site. Unless amendments to the bus stops could be pursued, it will be necessary to remove the loading bay. Instead, the Applicant proposes to introduce double yellow line parking restrictions which would allow for loading and servicing to occur at this location, including to serve neighbouring uses; however, a vehicle would block the access to the proposed basement parking.

25. Whilst such an arrangement is not ideal, it allows the proposed design to work in a holistic manner, considering the opportunities and constraints of the site to achieve the following:

    - No net loss in on-street accessible car parking;
    - All bus stops and bus stands remain as per the existing situation and are unaffected by the development proposals;
    - The proposals remove existing accesses which require vehicles to cross bus stops which reduces conflicts with buses;
    - Restricting car parking and vehicular activity on site to a small number of accessible spaces significantly reduces vehicular traffic on Bakers Road.
    - The loss of a loading bay on Bakers Road is unfortunate but double yellow line restrictions would still enable loading to occur.
    - The proposals prevent an access being located on Belmont Road which would have a significant impact upon disabled parking and affect the flow of pedestrians on this element of the high street.

26. The views of LBH and GLA are welcomed on the approach to take in this respect for which the Applicant considers the reallocation of the loading bay to double yellow lines to be appropriate as this would enable servicing to occur without affecting the layout of bus stands / stops.

27. A copy of the proposed arrangement is included at **Appendix A** and illustrated in **Figure 3** below.

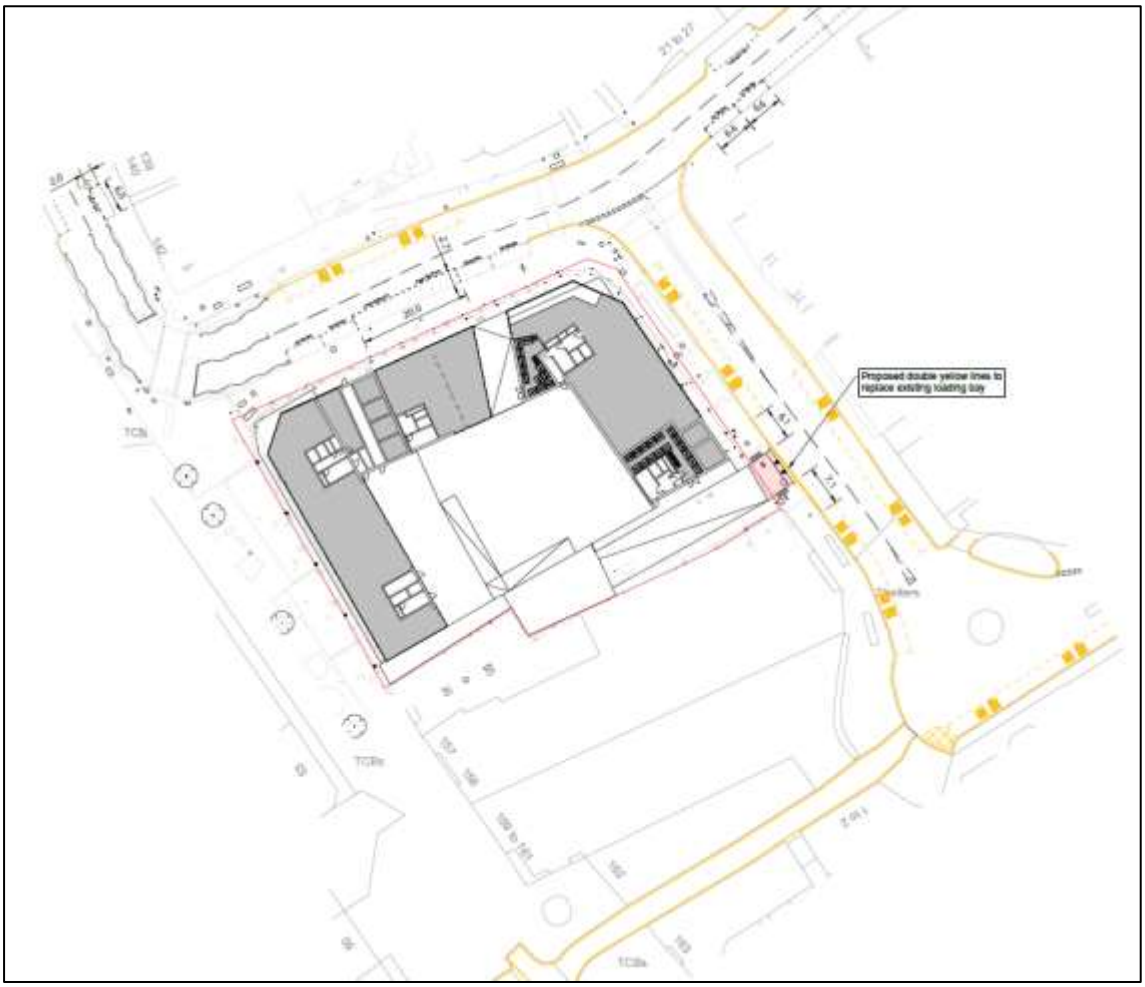


Figure 3: Proposed Highway Arrangement

28. Vehicle swept path analysis has been undertaken of the proposed loading bay on Belmont Road and access into the car park on Bakers Road as requested by LBH and TfL. A copy of this is attached at **Appendix B**.

Impact on Buses / Bus Infrastructure

29. Consideration has been given to the impact of the proposed development to local buses and bus infrastructure. Whilst detailed information is included elsewhere within this Note, this has also been consolidated in this section to provide clarity and for the avoidance of doubt. It is recognises that this would be a key concern for TfL.

30. As set out above, the proposed design does not affect any bus infrastructure in any capacity. All bus stops and bus stands are proposed to remain in situ and will not be proposed to be amended by the Applicant.

31. The Applicant and Design Team met with managers of the adjacent bus dept during a public consultation event in January 2024 where the impacts upon bus services were confirmed. The Applicant is committed to transparent communication and engagement with potentially affected parties.

32. As set out above, the existing site accommodates a large public car park which will be lost in the redevelopment of the site. Restricting car parking and vehicular activity on site to a small number of accessible spaces significantly reduces vehicular traffic on Bakers Road and therefore reduces conflicts with buses. Furthermore, the existing site accesses are blocked by bus stops which extend across their frontage. The proposed access strategy into the basement car parking area relocates the site access to a point where no bus stops are located.

33. The proposed development will allow for a widening of the footway on Belmont Road and Bakers Road provided a notable public benefit. During pre-application engagement with LBH, issues of queuing at bus stops on Bakers Road were raised, including how this can block the footway.

34. The widening of the footway on Bakers Road will increase the footway behind the bus stop from c.2m to c.4 – doubling the width available and increase the footway south of the bus stop from c.4.6m to c.6.7m. These increases in footway are considered to be a material benefit to the scheme.

35. The proposed significant improvements to the Cocks Yard route will significantly improve legibility, safety, wayfinding and permeability between the High Street and the buses on Bakers Road which is considered a material benefit.

36. In the GLA pre-application meeting, TfL noted that the 'Agent of Change' principals would apply to reflect the noise associated with the operation of buses on Bakers Road. This will be considered in detail by the Applicant in the preparation of the planning application.

Servicing Strategy

37. The proposed deliveries, servicing and waste collection strategy has been developed to reflect the pre-application discussions undertaken with LBH. All servicing activity will occur on-street, using the proposed loading bay on Belmont Road or the potential double-yellow line restrictions available on Baker's Road as discussed above.

38. Waste stores associated with the development have been located to be as close as possible to the site frontage to reduce drag distances whilst also seeking to maximise active site frontage.

39. To estimate the number of deliveries expected at the proposed development for the shared living and food and beverage uses, consideration has been given to the number of deliveries recorded at The Collective's Old Oak Shared Living development – the largest and longest running such co-living operation in London. The data collected has been used to inform a number of co-living permissions across London. **Table 1** below summarises the number and type of deliveries recorded by site management.

Table 1: Weekly Delivery Schedule at The Collective Old Oak		
Type	**Attendance**	**Vehicle Type**
Royal Mail	1 x per day	Small Van
Amazon	3-5 x per day	Small Van
Hermes	1 x per day	Small Van
DPS	1 x per day	Small Van
Other	3-4 x per day	Small Van
Linen	2 x per week	Large Truck
Cleaning Products	1 x per month	Large Truck
Contractors	3 x per day	Small Van

40. The Old Oak site accommodates 544 bedrooms – notably more than will be provided at Wallis Road. Whilst a number of deliveries will be consistent (such as Royal Mail); in reality, it would be expected that the number will be less than that recorded at Old Oak due to the difference in scale of the proposals and different operations (the proposals would not include linen deliveries). However, for the purpose of considering a worst-case assessment, the number of deliveries each day is expected to be the same; this aligns with the approach undertaken for multiple Shared Living developments across London, whose planning applications have been underpinned by this data and approach.

41. As such, it is expected that the proposed development will generate a demand for up to 12-15 deliveries per day during the week, relating to daily deliveries only - equivalent to 1-2 per hour.

42. Following the receipt of comments in the GLA pre-application meeting, the Applicant will review the data outlined above to provide further information on likely servicing and deliveries, including allowing for deliveries by cycle and motorcycle.

43. The proposed hotel would be expected to generate a demand for 7 deliveries per day. The TRICS database includes surveys of other hotels across London, of which only one site has servicing data available associated with the Hampton by Hilton hotel survey only (no other hotel servicing data

is available within TRICS). The survey recorded as many as 7 servicing vehicles across the entire day served the 297-room hotel. As such, the proposed 150-room hotel would be expected to generate a demand of 3-4 servicing vehicles per day, applying the Hampton by Hilton data on a pro rata basis.

44. It is considered that an assumption of 3-4 deliveries per day for the hotel is robust and appropriate, reflecting the size of the hotel and its offering, comprising of hotel rooms and a food service for guests. Across a typical week, the following number of deliveries could be expected, equating to 3-4 deliveries per day:

    - Approx 6x linen deliveries;
    - Approx 6x food supply/other consumables deliveries;
    - 1x beverages delivery;
    - Approx 5x refuse and recycling collections; and,
    - Approx 2 x general deliveries (e.g. stationary).

45. The proposed retail uses will be expected to generate fewer deliveries per day than the existing situation whereby the existing site comprises a larger quantum of floorspace. The City of London Loading Bay Reckoner calculates that retail units generate 1.35 deliveries per 100sqm of floorspace per day. As such, based on 500sqm of floorspace, the retail units will generate 6-7 deliveries per day.

46. During the pre-application meeting with the GLA, TfL requested further information on retail servicing as the City of London data may not be appropriate for an Outer London site. Further information will be considered within the Transport Assessment.

Cycle Parking Strategy

47. Cycle parking will be provided in accordance with the London Plan 2021 standards for long-stay and short-stay cycle parking. The principles adopted are outlined below with respect to each use individually.

48. With respect to the co-living rooms, The London Plan prescribes minimum cycle parking requirements within Table 10.2 (underpinning Policy T5 (cycling). This states that Purpose Built Shared Living (i.e. co-living) should provide cycle parking as per the most relevant other standard i.e. studio dwellings which would require 1 long-stay cycle parking space per dwelling for long-stay cycle parking. Short-stay cycle parking must be provided at a quantum of 2 spaces for the first 40 units, with 1 space per 40 units thereafter. Based on 300 units, the co-living element should be provided with at least 300 long-stay spaces and 9 short-stay spaces.

49. The co-living cycle parking will be provided at basement level and can be accessed via the proposed vehicular ramp or via a dedicated cycle lift accessed from the internal courtyard. The vehicular ramp will have a gradient of 1:10, and whilst it will be suitable for most cyclists, it would not provide step-free access for accessibility requirements. The proposed cycle lift will be designed to align with LCDS standards (measuring at least 1.2m x 2.3m in size) and provides step-free access for all cyclists into the cycle store.

50. During the pre-application meeting with LBH in January 2024, further information was requested on the operation of the ramp and whether it could accommodate a segregated cycle lane. The provision of a segregated cycle lane will significantly widen the width of the proposed access ramp which would in turn affect the attractive new pedestrian route through the site.

51. It is considered that the ramp will be subject to very low vehicular flows as it will only serve 9 disabled bays. On this basis, cyclists can use the ramp and be subject to the traffic light controls which can readily accommodate the anticipated volumes and usage. It is therefore considered that a segregated cycle ramp would not be appropriate or necessary.

52. The proposed design of the cycle parking has been prepared to reflect prevailing best practice including allowing for a range of types of cycles which will comprise 5% accessible spaces (double width Sheffield stands); 20% Sheffield stands and 75% two-tier stands. The cycle store will benefit from aisle widths measuring at least 2.5m.

53. Policy T5 of the London Plan 2021 stipulates that hotel developments shall provide long-stay cycle parking at a level of 1 space per 20 bedrooms and short-stay cycle parking at a level of 1 space per 50 bedrooms. As such, based on a 150-room hotel, the proposed development would need to provide provided with at least 8 long-stay cycle spaces and 3 short-stay cycle spaces associated with the hotel rooms.

54. The hotel cycle store will be separate from other uses and is envisaged to be located basement level. At least 1 space (12.5%) will be accessible with the remaining spaces formed of Sheffield stands. Access will be achieved via the vehicle ramp or cycle lift.

55. With respect to the proposed retail floorspace, it is envisaged that a flexible Class E use will be obtained to allow flexibility for future occupiers which could include retail, financial and professional services, restaurants/cafes, offices, health/medical uses, creches, nurseries and indoor sports/recreation. Owing to the range of potential uses, and the subdivision of spaces, it is envisaged that long-stay cycle parking will be delivered within each unit and be delivered as part of the fit-out of the space, with the design and number of spaces secured by condition prior to the occupation of the respective unit(s).

56. Short-stay cycle parking for the retail uses will be provided in accordance with the London Plan standard for non-food retail (1 space per 60sqm GEA) to reflect the realistic end user of the spaces and the range of uses that could be offered. Assuming 500sqm GEA of retail floorspace, this would require at least 9 spaces. It is noted that the proposals will result in a reduction in retail floorspace and the existing site does not offer any cycle parking within its demise. Owing to the town centre location, and the presence of cycle parking locally, it is considered that the provision of short stay cycle parking for the retail is superfluous and not required.

57. Short-stay cycle parking will be provided within the ground floor landscaping within land controlled by the Applicant. Based on the current accommodation schedule and figures outlined above, 21 short-stay cycle spaces would be required; however, only 12 spaces are required to facilitate the demands associated with the hotel and co-living uses.

58. Across the masterplan area pockets of cycle parking will be provided in proximity to building entrances and in public areas to provide easily accessible facilities for all uses. All short-stay cycle parking will be formed of Sheffield Stands.

Car Parking Strategy

59. A car-free approach is proposed to serve the development to reflect the highly-accessible location of the development, with the exception of accessible car parking, whereby 9 on-site accessible parking spaces are proposed to serve the development within the basement to serve the co-living and hotel uses.

60. The co-living rooms will benefit from 4 accessible parking spaces. The proposed quantum of accessible parking proposed aligns well with the level of parking provided at other comparable planning permissions across London where it is recognised there is limited demand. Recent planning precedents across London have been summarised in **Table 2** below.

Table 2: Accessible Car Parking across Shared Living Developments					
Scheme	**LPA**	**Planning Ref**	**Rooms**	**Accessible Spaces**	**Accessible Spaces per Unit**
Keith House	Hillingdon	2021/2782	376	3	0.00798
Blackhorse Lane	Waltham Forest	222417	274	2	0.00730
Chatfield Road	Wandsworth	2019/5484	182	3	0.0165
Garratt Mills	Wandsworth	2019/1083	292	2	0.0068
Folk Harrow	Harrow	P/2555/18	182	5	0.02747
Penarth Street	Southwark	22/AP/1603	281	3	0.0107
Bath Road	Hounslow	P/2019/3140	248	4	0.1613
Fife Road	Kingston	20/00945/FUL	200	1	0.0050
56-58 Marsh Wall	Tower Hamlets	PA/22/00591	795	1	0.0013
Average Spaces per Unit					0.01138
Accessible Parking Demand (300 Units)					3.41

61. It is evident that across other co-living sites across London, it has been recognised that it is not appropriate to rigidly apply the accessible car parking policy within the London Plan (Policy T6.1) for a Sui Generis planning use such as Shared Living. Instead, the level of car parking provided has been considered on a case-by-case basis, and typically provides 2-3 disabled bays for the size of the development proposed. On average, across the nine developments outlined above, accessible parking has been delivered at a level of 0.01138 spaces per room, equating to a demand for 3.41 spaces for the proposed 300 rooms.

62. With respect to the hotel Policy T6.4 of the London Plan (Hotel and Leisure Uses Parking) stipulates that *"In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing"* and that *"Disabled persons parking should be provided as set out in Policy T6 .5 Nonresidential disabled persons parking"*.

63. Policy T6.5 simply prescribes a proportion of parking spaces should be accessible (6% for hotels) and states *"Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay"*. This would infer one accessible space for the hotel would be needed.

64. Consideration has been given to other hotel planning applications across LBH to determine an appropriate level of accessible parking to be provided. These are summarised in turn below:

    - A resolution to grant planning permission was granted in 2022 (2385/APP/2022/2952) for a site on the Uxbridge Road which provided 14 accessible spaces to serve 435 rooms. On a pro-rata basis, a 150-bed hotel would provide 5 spaces.

    - A previously withdrawn planning application for the site offered 5 accessible spaces for a 140-room hotel.

    - A scheme for 653 hotel rooms was agreed to be served by 20 accessible spaces (ref: 12502/APP/2020/3618). This would equate to 5 spaces to serve 150 hotel rooms.

65. On the basis of the above, 5 accessible parking spaces would be appropriate and sufficient to serve the proposed 150-bed hotel.

Construction Logistics Plan

66. In the GLA pre-application meeting, TfL requested that an Outline Construction Logistics Plan ('CLP') is prepared to support the planning application and includes detailed information regarding the impact on buses.

67. The Applicant had already committed to ensuring a CLP was to be prepared for the forthcoming planning application submission which would be prepared in accordance with TfL guidance. Whilst the document would be conditioned against the planning permission to allow for input by a Contractor, it will provide detailed information on the principles of yeh approach to demolition and construction.

68. In accordance with the strategy adopted for the operational phases of the development, the CLP will be prepared to prevent any bus stops / stands being affected by the proposed construction activity and construction vehicles do not impede the flow of buses.

Proposed Assessment

69. A comprehensive multi-modal assessment will be undertaken as part of the Transport Assessment that supports the planning application. This will consider the impact upon individual transport modes, accounting for the trip generation of the existing offices, and will consider the net change in trip generation of the proposed hotel and co-living uses. The planning application will include a Healthy Streets Transport Assessment, including an Active Travel Audit and a Vision Zero Assessment.

70. An Active Travel Zone assessment will be undertaken to review key local walking and cycling routes from the site to key destinations. The proposed ATZ will be formed of four different routes, illustrated in **Figure 4** below and summarises as follows, incorporating key routes to a range of destinations that users of the development will use in addition to key routes to public transport nodes.

    - Route 1: Route to Hillingdon Sports and Leisure Complex and Uxbridge Common via Belmont Road.
    - Route 2: Route to Dowding Park via Uxbridge High Street (south) and Hillingdon Civic Centre.
    - Route 3: Baker's Road and Cock's Yard (link to Bus Stops and to Uxbridge Station).
    - Route 4: Route to Uxbridge Business Park via High Street (north).

Figure 4: Proposed ATZ Assessment Mapping

71. Following a discussion with TfL during the GLA meeting on 1 February 2024, it is confirmed that the proposed walking routes allow for access to supermarkets and doctors surgeries which were requested to extend the scope of the assessment undertaken. In addition, TfL requested Night Time audits to be undertaken for the routes specified, which the Applicant will undertake to support the planning application.

72. The views of LBH are welcomed to confirm the proposed scope of assessment set out above is acceptable.

Summary

73. This Note provides an overview of the proposed transport design principals that underpin the proposed development and the scope of the Transport Assessment that will be submitted to support a forthcoming planning application.

74. The design proposals have been underpinned by detailed consideration of transport matters such as the principal approach to cycle parking, car parking, connectivity, deliveries and servicing, and waste storage and collection. This demonstrates the commitment of the Applicant to delivering a successful development at the site.

75. The Applicant welcomes the opportunity to collaborate with LBH Highways, and its confirmation that the proposed strategy outlined above is appropriate and acceptable.

Planning Application Deliverables (Transport)

76. A planning application submission is targeted for March 2023. This will be supported by a Healthy Streets Transport Assessment, a Travel Plan, a Delivery and Servicing Management Plan and an Outline Construction Logistics Plan.

77. The scope of the Transport Assessment is proposed to consider the following elements:

- Existing conditions: A review of the highway, movement and access characteristics of the local area including access to public transport services;
- Undertake a Healthy Streets Active Travel Audit (in accordance with the above scope);
- The latest five-years of accident statistics on the local road network will be reviewed in accordance with Vision Zero;
- A review of planning policy at a National, Regional, and Local level;
- A multi-modal trip generation analysis;
- An analysis of the impact of the proposed development upon the local highway and transport network; and,
- Undertake swept-path analysis to demonstrate the suitability of access to larger vehicles including waste, fire and deliveries.

GREATER**LONDON**AUTHORITY

Good Growth

Eleanor Cannon
Savills
By email

Our ref: 2024/0008/P2I
Date: 28 February 2024

Dear Eleanor Cannon,

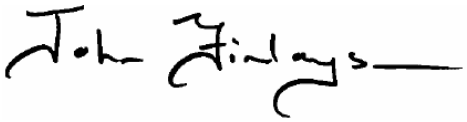
Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: 148-154 High Street, Uxbridge, 148-154 High Street, Uxbridge, UB8 1JY
LPA: Hillingdon
Our reference: 2024/0008/P2I

Further to the pre-planning application meeting held on 1 February 2024 I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely



John Finlayson

Head of Development Management

cc Allison Flight, Deputy Head of Development Management
TfL

GREATER**LONDON**AUTHORITY

pre-application report 2024/0008/P2I

28 February 2024

148-154 High Street, Uxbridge

Local Planning Authority: Hillingdon

The proposal Demolition of the existing buildings and comprehensive redevelopment of the site to provide a mixed-use development comprising hotel (Class C1), co-living (Class Sui Generis) and replacement commercial floorspace (Class E) alongside open space, landscaping and public realm improvements, basement parking and refuse storage.
The applicant The applicant is **DNA Uxbridge Ltd.** and the architect is **Child Graddon Lewis**.
Assessment summary The redevelopment of the site to provide 328 co-living units (Sui generis), 155 hotel rooms (Class C1) and commercial floorspace (Class E) is supported in principle, subject to the provision of further information on the loss of employment floorspace. An affordable housing contribution must be provided. The servicing arrangements and the impact of the development on bus infrastructure must be carefully considered and revised. Further matters relating to urban design, transport and sustainability must also be addressed as part of any future application.
Key next steps The future application will need to address the issues raised in this report with respect to land use principles, urban design, transport, heritage, and sustainable development.
Follow up meetings A follow up meeting is recommended on transport matters to progress the key next steps above.

Context

1. On 1 February 2024 a pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held on MS Teams with the following attendees:

GLA group

- Carmen Campeanu, Case Officer

- Katherine Wood, Team Leader (Development Management)
- Kerry Branford, Urban Designer
- Amy Tempest, Transport Officer (TfL)

Local Authority

- Chris Brady (LBH)

Applicant

- James Edwards (Caddick Group – Applicant);
- James Felstead (Child Graddon Lewis – Architect);
- Aaron Down (Child Graddon Lewis – Architect);
- Chris Clark (Caneparo Associates – Transport consultants);
- Chris Brady (Savills – Planning agent); and
- Ellie Cannon (Savills – Planning agent).

2. The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

Site description

3. The application site measures 0.38 ha and is located within Uxbridge Town Centre. The site is fronting Uxbridge High Street and is bound by Belmont Road to the north, Bakers Road to the east and Cocks Yard to the south.

Figure 1 - Site location

4. The existing building on site comprises office and retail floorspace and measures approximately 4,500 sqm. The retail units at ground floor are let and trading. It is understood that most of the commercial floorspace on the upper floors is vacant.

5. The site is centred around a ground floor central service yard, which contains private basement car parking underneath.

6. The site is not in a conservation area; however, it is situated between Old Uxbridge and Windsor Street Conservation Areas. There are no statutory listed buildings on site, but there are several Grade II listed buildings to the north and south of the site, including Uxbridge Underground Station (Grade II), a number of telephone boxes (Grade II) and also the Crown and Sceptre Public House (Grade II).

7. The site has a Public Transport Access Level ('PTAL') of 6a, on a scale of 0 to 6b where 6b represents the highest level of access to the public transport network. Uxbridge Underground Station is located 50m to the south of the site and is served by the Piccadilly and Metropolitan lines. The site also benefits from a well-connected bus network and road network, with the M40, M25 and M4 in the vicinity.

Details of this proposal

8. The proposal is for the demolition of the existing buildings and comprehensive redevelopment of the site to provide a mixed-use development comprising the following:

    - 155 hotel rooms (Class C1);
    - 328 co-living units (Sui generis); and
    - Approx. 500 sqm GIA commercial floorspace (Class E).

9. Building heights would range from 8, 9 and 10-storeys (77.8m AOD). The proposed scheme is shown below:

10. The future application is expected to be referable to the Mayor under the following categories of the Mayor of London Order 2008:

    - Category 1C(c): *'Development which comprises the erection of a building which is more than 30 metres high and is outside the City of London.'*

Strategic planning issues and relevant policies and guidance

11. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the London

Borough of Hillingdon Local Plan Part 1 - Strategic Policies (2012); Part 2 – Development Management Policies (2020); and Part 2 - Site Allocations and Designations (2020); and the London Plan (2021).

12. The following are relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance;
- National Design Guide.

13. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:

• Good Growth	*London Plan*;
• Co-living accommodation	*London Plan; Large Scale Purpose Built Shared Living LPG*;
• Hotel / Retail	*London Plan*;
• Utilities infrastructure	*London Plan*;
• Urban design	*London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity: A Design-Led Approach LPG;*
• Fire Safety	*London Plan, Fire Safety draft LPG*;
• Heritage	*London Plan; World Heritage Sites SPG*;
• Sustainable development	*London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Energy Planning Guidance; London Environment Strategy*;
• Air quality	*London Plan; the London Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG*;
• Agent of change	*London Plan*;
• Transport and parking	*London Plan; the Mayor's Transport Strategy*;
• Green Infrastructure	*London Plan; the London Environment Strategy; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban greening factor LPG*;

Summary of meeting discussion

14. Following a presentation of the proposed scheme from the applicant team, meeting discussions covered strategic issues with respect land use principles, urban design, and transport. Issues with respect to heritage, energy and sustainable development were not discussed in detail at this stage. Based on

the information made available to date, GLA officer advice on these issues is set out within the sections that follow.

Planning history

15. The site was subject to a planning application for the demolition of existing buildings and redevelopment to provide a new hotel and retail unit, restaurant and refurbishment of part of the existing car park and service area (LPA ref. 72722/APP/2019/347). The application was withdrawn on 20 October 2020.

Land use principles

Town centre renewal

16. Good Growth Objective 2 ('GG2') of the London Plan promotes the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

17. Further, Policies SD6, SD7, SD8 and SD9 support mixed-use development in town centres. These policies seek to enhance the vitality and viability of town centres by encouraging strong, resilient accessible and inclusive hubs with a diverse range of uses, including main town centre uses, night-time economy, civic, community, social and residential uses. Policy SD7, specifically, promotes higher density mixed-use residential intensification of lower-density town centre buildings that are not of heritage value, particularly where there is under-used space on upper floors, whilst re-providing non-residential uses.

18. The application site is located within Uxbridge Town Centre identified as a Metropolitan Town Centre in the London Plan. Hillingdon Council's Local Plan: Part 2 – Development Management Policies (2020) and Site Allocations and Designations (2020) identifies the site as suitable for residential-led mixed-use development subject to the provision of upper floor residential units (which must include affordable housing and an appropriate unit mix); the provision of main town centre uses to achieve active frontages along Bakers Road and Belmont Road; retention of ground floor retail uses fronting the High Street; and the enhancement of the pedestrian thoroughfare of Cock's yard linking Uxbridge Town Centre and the Bus Interchange (SA26: 148-154 High Street / 25-30 Bakers Road, Uxbridge). Further, the site is also within a Hotel and Office Growth Location as identified by the Local Plan.

19. The applicant proposes the comprehensive redevelopment of the site to provide a mixed-use co-living, hotel and retail development in a town centre location. The proposal would result in some loss of existing commercial and floorspace on site.

20. The land uses proposed could be supported in strategic planning terms as it would accord with London Plan objective GG2 and comply with Policies SD6, SD7, SD8 and SD9. However, further considerations relating to the proposed co-living accommodation, affordable housing, hotel use and loss of commercial floorspace in a town centre location are discussed below.

Co-living accommodation

21. The London Plan recognises that large-scale purpose-built shared living developments can provide an alternative housing option for single people in the private rented sector alongside other forms of conventional self-contained new build housing supply and housing options available within the existing housing stock. However, the acceptability of large-scale purpose-built shared living developments is subject to compliance with the qualitative assessment criteria set out in Policy H16. The overarching aim of Policy H16 is to ensure that shared living developments are provided in appropriate locations and are of an acceptable design quality and are well-managed.

22. The Mayor has published London Plan Guidance ('LPG') on large-scale purpose-built shared living developments in February 2024, which is a material consideration. The standards should be taken into account by the applicant when developing the proposals.

23. The LPG suggests that areas of PTAL 4 or higher are to be considered well-connected for the purposes of Policy H16. Schemes should also contribute towards the London Plan's overarching aim to promote mixed and inclusive neighbourhoods. The site has a PTAL rating of 6a with very good access to local services and employment by walking, cycling and public transport.

24. Further, the scheme would not give rise to any over-concentration of shared living accommodation in this location or raise any concerns regarding the impact on achieving mixed and inclusive communities, therefore the principle of purpose-built shared living accommodation being provided on the site is acceptable and would accord with the criteria set out in Policy H16. Details relating to the internal quality and the communal amenity space and facilities are discussed in the Urban Design section below.

25. It is noted that the Council's site allocation for the site references a "residential led" use that must include affordable housing and a suitable unit mix. Co-living, whilst not providing conventional C3 homes, is a form of residential accommodation which could respond to the site allocation requirements, albeit that all units would be studios for single occupation. In this town centre location, this may be accepted as providing a suitable unit mix, although further confirmation should be sought from the Council on its local requirements. The requirement for affordable housing, which in this case would be provided via a payment in lieu, would be an important component in justifying the compliance of the scheme against the site allocation requirements.

Management and operation

26. The future application must include an Operational Management Plan which sets out how the shared-living units would be managed and maintained to ensure the long-term quality of the accommodation. This must include the management approach and services; on-site management; resident services and facilities; tenancy management; amenity management; health and safety and security measures; access arrangements; and facilities management.

Affordable housing

27. Policy H16 states that shared living developments of this size are required to contribute towards affordable housing provision. However, because the units do

not meet minimum housing space standards, shared living accommodation is not a suitable or appropriate to be occupied as affordable housing. Therefore, the Council should seek a cash in lieu contribution towards conventional affordable housing (Class C3) that is equivalent to 35% of the units, or 50% where the development is on public sector land or industrial land appropriate for residential uses. In this case the threshold would be 35%.

28. All large-scale purpose-built shared living schemes will be subject to the Viability Tested Route set out in Policy H5, however, developments which provide a contribution equal to 35% of the units at a discount of 50% of the market rent will not be subject to a Late-Stage Viability Review.

29. The applicant must provide an affordable housing contribution in line with the requirements of Policy H16 and the site allocation requirements. It is strongly advised that this is the equivalent of 35% of the co-living units being discounted. As a referable application which is following the Viability Tested Route, the applicant will be required to pay the GLA's costs for assessing viability. An upfront payment of £10,000 plus VAT is required. This standard fee covers the cost of case officer project management, specialist viability officer review and management team input. This payment relates to the GLA's assessment of an application at Stage 1 and Stage 2 of the referral process, including consideration of the S106 agreement and viability review clauses. Further information and advice is available on the GLA website[1].

Conclusion – Co-living

30. The proposal for a shared living development in this location is acceptable in principle and could meet the key requirements set out in H16 provided that an affordable housing contribution is made, and subject to GLA officers undertaking a more detailed assessment of the proposals at application stage.

31. Policy H16 is clear that the design and use of shared living units should ensure that these are not self-contained homes and are not capable of being used as self-contained homes. It is therefore recommended that the accommodation is secured in perpetuity as Sui generis use together with the proposed management plan.

Visitor accommodation

32. Policy E10 seeks to ensure that – given the importance of tourism to London's economy – the city is able to meet the accommodation demands of tourists who wish to visit the capital. Other than within the Central Activities Zone, serviced accommodation should be promoted in town centres and Opportunity Areas, where they are well-connected by public transport, particularly to central London.

33. The proposal would provide 155 hotel rooms (Class C1) in an area identified in the Local Plan as a Hotel and Office Growth Location; however, the site allocation does not specifically refer to hotel uses as being suitable for the site. It is acknowledged that a previous application was submitted for the redevelopment of the site for hotel and retail uses; however, this was withdrawn

[1] https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/affordable-housing-and-viability-assessment-process

in 2020 and therefore it does not count as a material consideration in this instance.

34. GLA officers recommend that the future application is supported by a hotel demand study that justifies the proposed hotel use on site. Subject to the applicant satisfactorily demonstrating demand for hotel accommodation on site, the hotel use in this location could be acceptable in principle, in accordance with Policy E10.

Loss of employment floorspace in a town centre location

35. The site is occupied by a three-storey office building known as Bakers House, comprising approximately 4,500 sqm GIA of retail floorspace at ground floor level and commercial floorspace on the upper floors. It is understood from the applicant that the site is currently under-occupied, with some of the commercial units on the upper floors currently vacant.

36. The proposal scheme would provide approx. 500 sqm GIA commercial floorspace (Class E) at ground floor level, which is substantially less than the existing commercial floorspace. This could be supported in principle if information is supplied (such as vacancy rates) that demonstrates the lack of demand for the existing level of office and retail space. Therefore, the future application should be accompanied by an assessment of local office and retail demand, to support the loss of the existing commercial floorspace in Uxbridge Town Centre.

Conclusion – land-use principles

37. The proposal to redevelop the site for a mixed-use development comprising co-living accommodation (Sui generis), hotel accommodation (Class C1) and retail floorspace (Class E) could be supported in strategic planning terms as it accords with London Plan objective GG2 and complies with Policies SD6, SD7, SD8, SD9, E10, and H16. Further considerations relating to the loss of employment floorspace and demand for hotel accommodation in this location is required.

Urban design

38. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

39. Policy D4 sets out that development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made or demonstrate that they have undergone a local borough process of design scrutiny.

Development layout

40. The arrangement of the proposed uses on site is logical and appropriate.

41. The proposed active uses at ground floor level fronting the surrounding streets and the central courtyard are supported.

42. The proposal for a publicly accessible central courtyard with activated frontages is strongly supported as it would improve the existing pedestrian route running east-west at the south of the site. The provision of additional routes into the courtyard space is positive. Restricting public access to the courtyard should be resisted and the access strategy for the public realm should be clarified by the applicant.

43. The north and west routes are flanked by windows from the ground floor retail uses however the east route adjacent to the vehicular access to the basement is flanked by blank facades. The applicant should seek to minimise blank facades where possible.

Tall buildings, scale and massing

44. The proposed building would have height ranging from 8-10 storeys (77.8 m AOD).

45. Policy D9 specifies that tall buildings should only be developed in locations identified in local plans as being suitable. Hillingdon's Local Plan defines high buildings and structures as those that are substantially taller than their surroundings and cause significant change to the skyline. In terms of location, Policy DMHB 10 states that tall buildings should be located in Uxbridge or Hayes town centres, or an area identified by the Borough as appropriate. As such, whilst no suitable heights are quoted in development plan policy, the proposed taller buildings are likely to be suitably located in principle, in accordance with Policy D9, Part B.

46. The proposed heights of the development are potentially acceptable considering that the emerging local context includes buildings of similar height.

47. Regarding the proposed massing, the appearance is bulky and uniform, and more work should be done to add variety and break down the mass where possible. Ways of achieving this could include varying parapet lines, introduction of setbacks, and potentially reducing height in some locations. The applicant is encouraged to explore form, opening proportions and elevational treatments to mitigate these concerns.

48. Long range, mid-range and immediate street views should be developed to enable full assessment of the proposals. These should include views of the over-sailed ground floor retail colonnade on High Street, and the pedestrian undercroft routes from the perimeter streets.

49. As prescribed in Policy D9 (Part C), the acceptability of tall buildings also requires an assessment of the proposal's visual, functional, environmental, and cumulative impacts. Microclimate and overshading should be fully investigated.

Co-living – Internal quality and communal amenity space and facilities

50. In line with the LPG, the shared living units would need to range in size from 18 to 27 sqm. Accessible units are generally expected to be between 28-37 sqm. 10% of the units should be wheelchair accessible. The specifications of the proposed co-living accommodation are detailed below:

Measure	**Proposed**

Private studios	20-24 sqm
Private accessible studios	31-36 sqm
% accessible studios	10%
Amenity provision/ resident	4.4 sqm
Average studio size above minimum	3 sqm
Approx. kitchen space per resident	0.8 sqm
Approx. Dining space per resident	0.8 sqm
External amenity space per resident	1.6 sqm

Table 1 - Proposed co-living (328 unit) - spatial provision.

51. The size, layout and design of the co-living units therefore comply with the qualitative criteria set out in Policy H16 and the LPG, which is supported.

52. Policy H16 requires convenient access to communal kitchen facilities and dining space; living rooms and lounges, workspace; and toilets and for these to be sufficient to meet the needs of the intended number of residents within a shared living building.

53. The scheme proposes a range of communal facilities as summarised below:

- communal kitchens on every floor, except for level 8;
- co-working floorspace at basement and ground floor levels
- internal communal space at basement level
- terrace (private); and
- internal courtyard (publicly accessible).

54. The ratio of kitchen, dining and internal amenity space per resident would exceed the recommended benchmarks in the LPG, which is supported.

55. Efficient layouts are proposed which would ensure the provision of clearly defined areas within the unit for essential day to day activities (e.g., sleeping, eating, working, relaxing and storage). All the units would include an ensuite bathroom, a kitchenette and a location for eating / working.

56. The scheme proposes 1.6 sqm of external communal space / resident which exceeds the recommended benchmark in the LPG. The applicant should provide further clarification on how the terrace (private) and communal courtyard (publicly accessible) floorspace is being counted to meet the amount of outdoor amenity space provided per resident.

Architectural quality

57. The robust expression of the base is generally successful; however, the applicant should review the impact of the changing ground floor levels on the proportions of this feature, as one moves around the building perimeter. The

appearance of the base where the ground level is the highest appears compressed.

58. The high street elevation works well, with the appearance of the repetitive window pattern being mitigated by the changing rhythm of the composite cladding framing applied to the facade which is supported.

59. The remaining elevations require further exploration. The small opening sizes and the ratio of opening/ solid in the facades is most apparent on the Bakers Road elevation. Further exploration of materials and brickwork features should be explored to add interest to this and to the Belmont Road elevation. For example, internal communal areas could be expressed in the elevations.

60. The views provided in the submission documents should illustrate the appearance and quality of the proposed materials.

Fire safety

61. In line with Policy D12 of the London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

62. Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.

Inclusive access

63. Policy D3 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment.

64. In line with Policy E10 and the LSPBSL LPG, it is expected that at least 10% of the proposed co-living units and 10% of the new hotel bedrooms are wheelchair accessible.

65. The co-living element of the proposal would provide 10% of the units (32 units) as wheelchair accessible, which is supported. The hotel would provide 5.8% of the hotel rooms and wheelchair accessible and a further 5.2% as wheelchair adaptable. Please note that Policy E10 requires that serviced accommodation provides either 10% of new bedrooms to be wheelchair-accessible or 15% of new bedrooms to be accessible rooms.

66. The future application should include plans that show where the wheelchair accessible co-living units and hotel rooms would be located and how many there would be. The Council should secure these requirements by condition as part of any permission.

Heritage

67. Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. The NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

68. Policy D3 requires development proposals to respond to respond to the existing character of a place and respect, enhance and utilise the heritage assets that contribute towards local character.

69. Policy D9 C 1) b) requires development proposals for tall buildings to take account of and avoid harm to London's heritage assets and their settings and requires clear and convincing justification for any harm, and demonstration that alternatives have been explored and that clear public benefits outweigh that harm.

Significance of the buildings and area

70. The site is not within a conservation area and contains no designated heritage assets. The existing buildings on site are not considered to be a Non-Designated Heritage Asset. The site is in the setting of the following designated heritage assets:

    - The Market House, listed Grade II*;
    - The Church of St Margaret, listed Grade II*;
    - Discotheque Royale (Regal Cinema), listed Grade II*;
    - Randall's Department Store, listed Grade II;
    - Uxbridge Underground Station, listed Grade II;
    - Uxbridge Quaker Meeting House and associated wall and graveyard, listed Grade II;
    - 126 High Street, listed Grade II;
    - Multiple listed buildings (Grade II) on Windsor Street;
    - Multiple listed buildings (Grade II) on High Street;
    - Old Uxbridge and Windsor Street Conservation Area;
    - Uxbridge Lock Conservation Area; and
    - Rockingham Bridge Conservation Area.

Procedural matters

71. In any full application, the Heritage Impact Assessment and Townscape and Visual Impact Assessment should be in line with the GLA's Practice Note:

Heritage Impact Assessments and the setting of heritage assets. This can be found on the GLA website[2].

72. The existing buildings on site are not considered to be of heritage interest. In any full application the question should be briefly addressed through the Heritage Impact Assessment with the provision of the date and architect of the existing buildings. The Heritage Impact Assessment should also provide further information on Cock's Yard passage, since this route appears to be historic, and it would be relevant to consider whether the proposals vary or reinstate the original layout.

73. The proposals are for buildings of part 8, part 9 and part 10 storeys. There is potential for the proposed development to impact the visual setting of nearby heritage assets, particularly since the site is sandwiched between the two halves of the Old Uxbridge and Windsor Street Conservation Area and given the proximity of the listed buildings noted above. The impact will need to be robustly tested through the use of AVRs in the Heritage Impact Assessment and TVIA. The immediate local precedents for taller buildings (such as The Pavilions Shopping Centre) are not positive in conservation terms.

Transport

Transport assessment

74. An Active Travel Zone ('ATZ') Assessment should be included as an integral part of the Transport Assessment ('TA'). Proposed measures for improvement should be included as part of the assessment process. As noted at the pre-application meeting, the scope of the ATZ should be extended to include the closest supermarket and healthcare facilities. Noting the shift nature of hotel work and women's safety issues within this area, an evening or night-time assessment should also be carried out which focuses on issues of personal safety and security. This should inform further discussions with the appropriate highway authority about intended mitigation.

75. The principle of improving Cock's Yard is welcomed. As part of any submission, detail should be provided on how this route will feel during different times of the day. It should also be demonstrated how the design of this pedestrian route incorporates the principles set out in the Mayor's Good Growth by Design Guidance: People Feel Safe.

76. It is understood that the proposed building is to be set back to provide additional space behind the bus stop on Bakers Road – from circa 2m to 4m. The provision of additional space is welcomed. Consideration should be given to further improvements which could be made to ensure to improve the waiting environment of the bus stop, ensuring that it is safe, and perceived to be safe, to use during all times of the day.

77. The widening of the footpath along Belmont Road is also welcomed.

78. As noted at the meeting, a Women's Safety Audit is being undertaken in Uxbridge Town Centre. The proposed development should support the delivery

[2] https://www.london.gov.uk/programmesstrategies/planning/implementing-london-plan/london-plan-guidance

and where appropriate build upon any measures suggested as part of this audit.

Access

79. Vehicle access to the site will be via Bakers Road. It is understood that this will entail the rationalisation of existing vehicle accesses. The proposed access should be designed in line with the Healthy Streets approach, ensuring the pedestrian and cyclist movement is prioritised over that of vehicles.

Bus Infrastructure

80. In line with Policy T3, bus infrastructure within proximity to the site must be protected and not adversely impacted throughout construction and subsequent operation of the proposed development. Based on the information provided, TfL operational colleagues have concerns in regard to the proposed delivery and servicing strategy, in particular the proposed loading bay on Bakers Road and how it can impact on the accessibility of the bus stop, and the ability to provide step-free access at the stop itself. There are also road safety concerns with the loading bay in this location, such as but not limited to pedestrians having to exit the bus in the road due to it not being able to pull into the proposed stop correctly when the loading bay is occupied. A TfL pre-application meeting to discuss this further is strongly encouraged.

81. A contribution towards improving bus infrastructure within proximity to the site will be sought in line with Policy T3

82. It is further noted that the provision of green infrastructure in this location could have an adverse impact on bus operations i.e., impacting on accessibility to the bus stop, preventing ramps to be deployed safely etc. It should also be noted that TfL will not be relocating the bus infrastructure in this location. The proposed greening in this area, whilst supported from a street environment perspective, therefore needs to be revised.

Deliveries and servicing

83. Delivery and servicing is to take place on-street, with a loading bay to be provided on Belmont Road. Double yellow lines are also proposed along Bakers Road, in front of the proposed vehicle access to the site which will also be used to support delivery and servicing at this site. In line with Policy T7, developments should seek to make space for delivery and servicing activity to take place on site, with on-street loading bays only used where this is not possible. As noted above, TfL have a number of concerns about the proposed loading bay on Bakers Road and the impact that it would have on bus operations and road safety in this area. Further thought on the delivery and servicing strategy is required.

84. As mentioned during the pre-application meeting, assurances are needed that this activity will not overspill and adversely impact on bus operations which would be contrary to Policy T3.

85. A Delivery and Servicing Plan ('DSP') should support any application for this site, in line with Policy T7. This should contain a robust assessment of delivery and servicing demand generated by the proposed land uses. It is noted that the applicant has referred to the use of City of London Loading Bay reckoner for the commercial floorspace, which may be inappropriate given the outer London

location of the proposed development and the difference in delivery and servicing demand and consolidation.

86. Consideration should be given to the measures and infrastructure that will be implemented to support sustainable and active freight at this site.

Construction logistics

87. As highlighted above, the site is in close proximity to a range of bus infrastructure. It is essential that throughout construction, access to the bus station and bus garage is maintained, in line with Policy T3. Details on the proposed construction methodology and the measures to be implemented to ensure no adverse impact on the safe and efficient operation of buses in proximity to the site is required at the planning application stage. It must also be demonstrated how safe, comfortable and convenient access to Uxbridge station is maintained at all times of day. Detail on the measures to be implemented to ensure pedestrians and cyclists can continue to safely navigate around the site boundary is also required.

Impact Assessment

88. In line with Policy T4, a multi-modal trip generation assessment should be provided to support this application. Once an agreed trip generation assessment has been submitted, TfL will be able to assess the impact of the proposed development on the surrounding public transport network and determine the level of mitigation required.

Parking

89. The proposed development is to be car-free, with the exception of disabled person parking provision. This is in line with London Plan policy and welcomed.

90. A total of 9 disabled person parking spaces is proposed for to be provided on site, located within the basement. Of these spaces, 4 will be associated with the hotel use, and 5 with the proposed co-living. It is understood that the basement is to be accessed via a single-way working ramp, which will have a passing place at the top. Detail should be provided on the management and/or design measures that are to be implemented to ensure that there is no conflict between vehicles entering and existing the basement.

91. From the meeting, it is understood that the provision a further disabled person parking space on-street located behind the bus cage of Bakers Road is no longer proposed. This is welcomed.

92. Cycle parking should be provided in line with London Plan standards. Cycle parking should be designed in line with London Cycle Design Standards (LCDS), referred to in Policy T5. The submitted Transport Scoping note states that the following cycle parking mix will be provided; 5 per cent accessible spaces, 20 per cent Sheffield stands and 75 per cent two-tier. This mix of cycle parking is welcomed.

Agent of Change

93. As highlighted above the site is in close proximity to a range of bus infrastructure, including a bus garage. There are also a number of night buses which operate within the area, utilizing stops that are in proximity to the site. The Agent of Change principle places the responsibility for mitigating impacts

from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. As such, in line with Policy D13, the proposed development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Sustainable development

Energy strategy

94. Applicants should follow the GLA Energy Assessment Guidance 2022[3] which sets out the information that should be provided within the energy assessment to be submitted with a planning application.

95. Important – the omission of required information from energy assessments commonly delays the assessment of planning applications. To avoid delay, applicants must ensure that all the information set out below, particularly where there are cross-references to the guidance, is fully included in the energy assessment submitted with the application.

Net zero carbon target

96. The London Plan requires all major developments to meet the Mayor's net-zero carbon target, and so carbon savings must be maximised on site. At the very minimum, an on-site 35% reduction in carbon emissions beyond Part L of 2021 Building Regulations must be met.

97. Applicants should submit a completed Carbon Emissions Reporting spreadsheet[4] alongside any planning application to confirm the anticipated carbon performance of the development.

98. The carbon emission figures should be reported against a Part L 2021 baseline. Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets for all stages of the energy hierarchy should be provided to support the savings claimed.

Be Lean demand reduction

99. London Plan Policy SI2 requires applicants to meet the London Plan energy efficiency targets:

    a. **Residential** – at least a 10% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone

    b. **Non-residential** – at least a 15% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone

100. The applicant should minimise the estimated energy costs to occupants and set out measures to protect the consumer from high prices, including through energy demand reductions and quality assurance mechanisms.

[3] https://www.london.gov.uk/sites/default/files/gla_energy_assessment_guidance_june_2022_0.pdf
[4] https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0

Be Clean heating infrastructure

101. The applicant should investigate opportunities for connection to nearby existing or planned district heating networks (DHNs). Where such opportunities exist, this should be the priority for supplying heat to the site in line with the London Plan heating hierarchy. Evidence of this investigation should be provided including evidence of active two-way communication with the network operator, the local authority and other relevant parties. This should include information on connection timescales and confirmation that the network has available capacity. See the guidance for full details on the information to be provided.

102. The site should be provided with a single point of connection and a communal heating network where all buildings/uses on site will be connected. Relevant drawings/schematics demonstrating the above should be provided.

103. The applicant should provide evidence confirming that the development is future proofed for connection to wider district networks now or in the future, where an immediate connection is not available.

104. Where a DHN connection is not available, either now or in the future, applicants should follow the London Plan heating hierarchy to identify a suitable communal heating system for the site.

105. The London Plan limits the role of CHP to low-emission CHP and only in instances where it can support the delivery of an area-wide heat network at large, strategic sites. Applicants proposing to use low-emission CHP will be asked to provide sufficient information to justify its use and strategic role while ensuring that the carbon and air quality impact is minimised.

Be Green renewable energy

106. All major development proposals should maximise opportunities for renewable energy generation by producing, using, and storing renewable energy on-site. This is regardless of whether or not the 35% on-site target has already been met through earlier stages of the energy hierarchy.

107. Solar PV should be maximised; developments are expected to maximise opportunities for on-site electricity production including potentially through the provision of biosolar roofs where green roofs are proposed. As set out on page 48 of the guidance, applicants must provide a high resolution plan for the whole development that shows the available roof area for PV, any constraints to further PV and the total PV system output (kWp).

108. Should heat pumps be proposed, the applicant will be expected to demonstrate a high specification of energy efficiency measures under Be Lean, a thorough performance analysis of the heat pump system and, where there are opportunities for DHN connection, that the system is compatible. The detail submitted on heat pumps should include the information set out on pages 46 to 49 of the guidance:

    a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. The applicant will be required to demonstrate how the heat fraction from heat pump technologies will be maximised.

b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).

c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.

109. Should an ambient loop heat network be proposed, the applicant will be required to engage with local DHN stakeholders and demonstrate that proposals will be compatible and commercially viable for future connection to district heating.

Energy flexibility

110. The applicant should also investigate the potential for energy flexibility in new developments in line with the guidance, including proposals to reduce the amount of capacity required for each site and to reduce peak demand. The measures followed to achieve this should be set out in its energy assessment.

Be Seen energy monitoring

111. The development's energy performance should be monitored and reported on through an online monitoring portal. Guidance to support this monitoring is available here: (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/be-seen-energy-monitoring-guidance-pre-consultation-draft). The development must be designed to enable post construction monitoring and the information set out in the 'Be Seen' guidance should be submitted to the GLA's portal at the appropriate reporting stages via the online webforms.[5]. This will be secured through the S106 agreement using the GLA's suggested legal wording.[6]

Carbon offsetting

112. The applicant should maximise carbon emission reductions on-site, aiming to meet the zero carbon target. Should the site fall short of the carbon reduction targets and clearly demonstrate that no further carbon savings can be achieved, the applicant would be required to make a cash-in-lieu contribution to the borough's carbon offset fund using the GLA's recommended carbon offset price or, where a local price has been set, the borough's carbon offset price.

113. Energy strategies should provide a calculation of the shortfall in carbon emissions and the offset payment that will be made to the borough.

Cooling and overheating

114. In line with London Plan Policy SI4, the cooling hierarchy should be followed to reduce the potential for internal overheating. At the top of the hierarchy,

[5] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance
[6] https://www.london.gov.uk/sites/default/files/be_seen_draft_legal_wording_may_22.pdf

measures to reduce the amount of heat entering the building should be considered, followed by measures to minimise internal heat generation and manage heat within the building.

115. Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the cooling hierarchy, including reduced glazing and increased external shading. It is expected that external shading will form part of major proposals. Dynamic overheating modelling in line with CIBSE Guidance should be carried out (TM59 for residential and TM52 for non-residential) for all TM49 weather scenarios.

116. The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.

Whole Life-Cycle Carbon Assessment

117. In accordance with London Plan Policy SI2 the applicant will be expected to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon footprint.

118. The applicant should submit a whole life-cycle carbon assessment to the GLA as part of any planning application submission, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA's reporting template. The applicant will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions. The assessment guidance and template are available on the GLA website[7].

Circular economy

119. Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.

120. The applicant has completed the GLA CE template for pre-application stage, which is welcomed. Detailed comments will be provided to the applicant under a separate cover. The applicant will also be conditioned to submit a post-construction report, with suggested wording available on the GLA website[8].

Digital connectivity

121. As part of any planning permission, a planning condition should be secured requiring the submission of detailed plans demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development in line with Policy SI6.

[7] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance
[8] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance

Environmental issues

Urban greening

122. London Plan Policies G1 and G5 embed urban greening as a fundamental aspect of site and building design. Features such as street trees, green roofs, rain gardens, and hedgerows should all be considered for inclusion and the opportunity for ground level urban greening should be maximised. The applicant must calculate the Urban Greening Factor as set out in London Plan Policy G5 and seek to achieve the specified target prior to the Mayor's decision-making stage. A landscaping plan should also be provided.

Sustainable drainage and flood risk

123. The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with London Plan Policy SI13. Where greenfield runoff rates cannot be achieved and robust justification is provided, a discharge rate of three times the greenfield rate may be acceptable.

124. The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measure at the top of the drainage hierarchy, as set out in London Plan Policy SI13. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, thereby providing amenity and water quality benefits.

Air quality

125. London Plan Policy SI1 requires development proposals to be at least Air Quality Neutral, use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retrofitted mitigation measures. An Air Quality Assessment would need to be submitted with the future application.

Conclusion

126. The redevelopment of the site to provide 328 co-living units (Sui generis), 155 hotel rooms (Class C1) and commercial floorspace (Class E) is supported in principle, subject to the provision of further information on the loss of employment floorspace. An affordable housing contribution must be provided. The servicing arrangements and the impact of the development on bus infrastructure must be carefully considered and revised. Further matters relating to urban design, transport and sustainability must also be addressed as part of any future application.

---

for further information, contact GLA Planning Unit (Development Management Team):
Carmen Campeanu, Strategic Planner (case officer)
email: carmen.campeanu@london.gov.uk
Katherine Wood, Team Leader – Development Management
email: katherine.wood@london.gov.uk
Allison Flight, Deputy Head of Development Management
email: alison.flight@london.gov.uk

John Finlayson, Head of Development Management
email: john.finlayson@london.gov.uk
Lucinda Turner, Assistant Director of Planning
email: lucinda.turner@london.gov.uk

HIGHWAYS TECHNICAL NOTE

Reference	72722/PRC/2023/116
Location	148-154 HIGH STREET UXBRIDGE
Proposal	MIXED USE REDEVELOPMENT COMPRISING HOTEL CO-LIVING AND COMMERCIAL USES.

The Highway Authority has reviewed the Transport Note prepared by Caneparo Associates February 2024 and is able to provide the following response.

Paragraph	Comment
6	The Highway Authority welcomes the proposal to set back the development from Belmont Road and Bakers Road. At first sight it would appear most practical for the developer to gift any land not owned by the Council to the Highway Authority for adoption.
18	Should '*reduction in vehicle dominance*' read '*increase"*?
22	The proposed removal and relocation of disabled persons parking has **not** been agreed.
23	Without making a commitment, the matter of making slight adjustments to the location of bus stops could be discussed.
24	Drawing TR001 still shows a loading bay.
40	Wallis Road? – presumably this is a typo
47 to 64 Cycling Strategy	Make provision for larger cycles including adapted bicycles for disabled users (published London Plan 2021).
47 to 64 Cycling Strategy	A developer contribution towards the Brunel Santander Bike Hire scheme could be an alternative to providing cycle parking on-plot.
49	The cycle lift should be located somewhere where it would be clearly noticeable, convenient to use with unrestricted access. The lift must be cyclist preferred choice for accessing the basement.
55	Any long stay cycle parking provided within the retail units must be shown to be easily accessible.
70	Add Windsor Street as Route 5 in the Active Travel Audit. The Active Travel Audit should also contain a night-time audit.
71	FYI in 2024 Transport for London will be carrying out a Women's Night-time Safety Audit at Bakers Road. Developer contributions may be sought to address the issues identified.
Appendix B drawing no. TR001	The Highway Authority has identified a risk a vehicle leaving and a cyclist descending the basement ramp colliding. The Highway Authority would require that any forthcoming planning application clearly demonstrates how this would be addressed. It is the Highway Authorities view that cyclist will either miss or ignore signal controls.
Appendix B drawing no. TR001	The sharp bend at the bottom the ramp stop reduces the forward visibility of a vehicle arriving. How would this be addressed?
Appendix B drawing no. TR001	The swept path drawings show that a 10m rigid vehicle would hit cars parked in the spaces at the front and back of the Belmont Road loading bay. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) requires that '*swept path analysis must include 300mm error margins around the body of the vehicle*'.
Appendix B drawing no. TR002	The swept path drawings show that standard vehicle would hit the inside corner of the bend at the bottom of the ramp. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) requires

	that '*swept path analysis must include 300mm error margins around the body of the vehicle*'. The Highway Authority require swept path drawings are provided for large vehicles which may have been adapted to carry wheelchairs. Plans should be provided showing where a vehicle leaving would wait in the basement without conflicting with a vehicle arriving.

Alan Tilly

13th February 2024

Appendix B

Caneparo Associates Ltd Little Portland Street London Licence No: 358901

Calculation Reference: AUDIT-358901-240118-0149

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Total Bedrooms
Actual Range: 184 to 375 (units:)
Range Selected by User: 50 to 750 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/19 to 14/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

5 Very Good	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Total Bedrooms:		375	
	Survey date: TUESDAY		*30/04/19*	*Survey Type: MANUAL*
2	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total Total Bedrooms:		307	
	Survey date: THURSDAY		*20/10/22*	*Survey Type: MANUAL*
3	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total Total Bedrooms:		184	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 TOTBED
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.33

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	289	0.024	3	289	0.118	3	289	0.142
08:00 - 09:00	3	289	0.040	3	289	0.259	3	289	0.299
09:00 - 10:00	3	289	0.053	3	289	0.119	3	289	0.172
10:00 - 11:00	3	289	0.084	3	289	0.099	3	289	0.183
11:00 - 12:00	3	289	0.059	3	289	0.087	3	289	0.146
12:00 - 13:00	3	289	0.064	3	289	0.073	3	289	0.137
13:00 - 14:00	3	289	0.074	3	289	0.074	3	289	0.148
14:00 - 15:00	3	289	0.080	3	289	0.060	3	289	0.140
15:00 - 16:00	3	289	0.117	3	289	0.076	3	289	0.193
16:00 - 17:00	3	289	0.129	3	289	0.102	3	289	0.231
17:00 - 18:00	3	289	0.149	3	289	0.083	3	289	0.232
18:00 - 19:00	3	289	0.217	3	289	0.122	3	289	0.339
19:00 - 20:00	3	289	0.159	3	289	0.076	3	289	0.235
20:00 - 21:00	3	289	0.091	3	289	0.062	3	289	0.153
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.340			1.410			2.750

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix C

Caneparo Associates Ltd Little Portland Street London Licence No: 358901

Calculation Reference: AUDIT-358901-240118-0144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of bedrooms
Actual Range:	151 to 349 (units:)
Range Selected by User:	80 to 349 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 24/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 GR-06-A-03 NOVOTEL GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Edge of Town Centre
No Sub Category
Total Number of bedrooms: 151
Survey date: FRIDAY *22/11/13* *Survey Type: MANUAL*

2 LB-06-A-01 HAMPTON BY HILTON LAMBETH
WATERLOO ROAD
LAMBETH

Town Centre
Built-Up Zone
Total Number of bedrooms: 297
Survey date: FRIDAY *23/11/18* *Survey Type: MANUAL*

3 TH-06-A-02 TRAVELODGE TOWER HAMLETS
OREGANO DRIVE
POPLAR

Edge of Town Centre
Development Zone
Total Number of bedrooms: 349
Survey date: WEDNESDAY *24/05/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

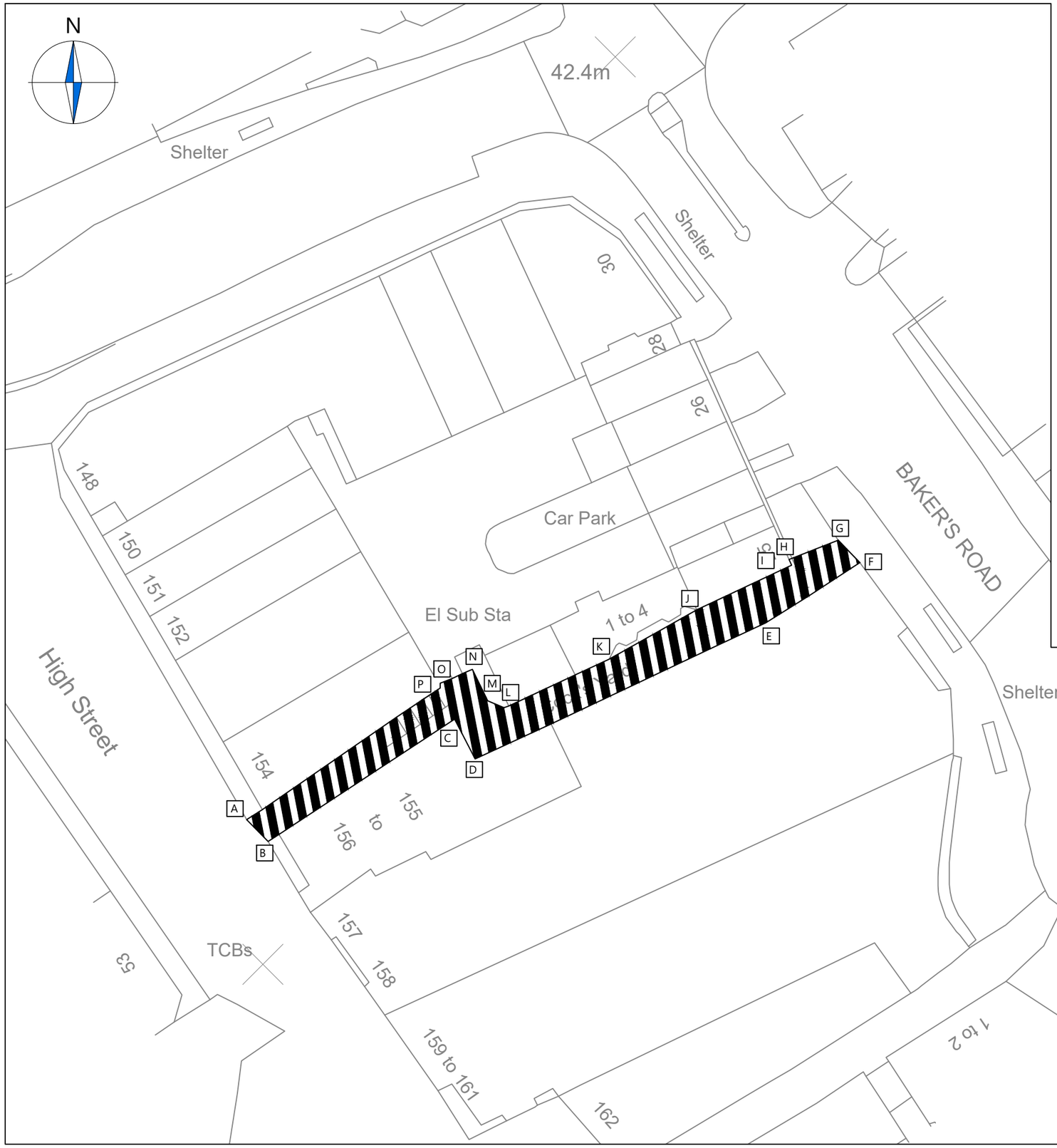
TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.26

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	297	0.027	1	297	0.071	1	297	0.098
07:00 - 08:00	3	266	0.049	3	266	0.153	3	266	0.202
08:00 - 09:00	3	266	0.058	3	266	0.186	3	266	0.244
09:00 - 10:00	3	266	0.053	3	266	0.271	3	266	0.324
10:00 - 11:00	3	266	0.085	3	266	0.266	3	266	0.351
11:00 - 12:00	3	266	0.132	3	266	0.202	3	266	0.334
12:00 - 13:00	3	266	0.074	3	266	0.125	3	266	0.199
13:00 - 14:00	3	266	0.129	3	266	0.117	3	266	0.246
14:00 - 15:00	3	266	0.158	3	266	0.095	3	266	0.253
15:00 - 16:00	3	266	0.171	3	266	0.168	3	266	0.339
16:00 - 17:00	3	266	0.228	3	266	0.117	3	266	0.345
17:00 - 18:00	3	266	0.192	3	266	0.164	3	266	0.356
18:00 - 19:00	3	266	0.203	3	266	0.179	3	266	0.382
19:00 - 20:00	3	266	0.284	3	266	0.148	3	266	0.432
20:00 - 21:00	3	266	0.218	3	266	0.118	3	266	0.336
21:00 - 22:00	3	266	0.171	3	266	0.078	3	266	0.249
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.232			2.458			4.690

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix D



MEASUREMENTS
A to B = 3.500m
B to C = 25.531m
C to D = 5.121m
D to E = 36.706m
E to F = 12.816m
F to G = 3.577m
G to H = 6.036m
H to I = 0.728m
I to J = 11.998m
J to K = 11.521m
K to L = 13.267m
L to M = 2.016m
M to N = 4.003m
N to O = 4.031m
O to P = 0.550m
P to A = 26.779m

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	Stopping up area = 324.304m²

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
.	...		...	...	.. ..

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client: DNA (Uxbridge) Ltd

Project: 148-154 High Street Hillingdon

Drawing Title: Stopping Up Plan

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	11.03.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	004	1 of 1	...

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_004 - Stopping Up Plan.dwg

Appendix E

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

KEY:

Site boundary	

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status: ☑ Preliminary ☑ Detailed ☑ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

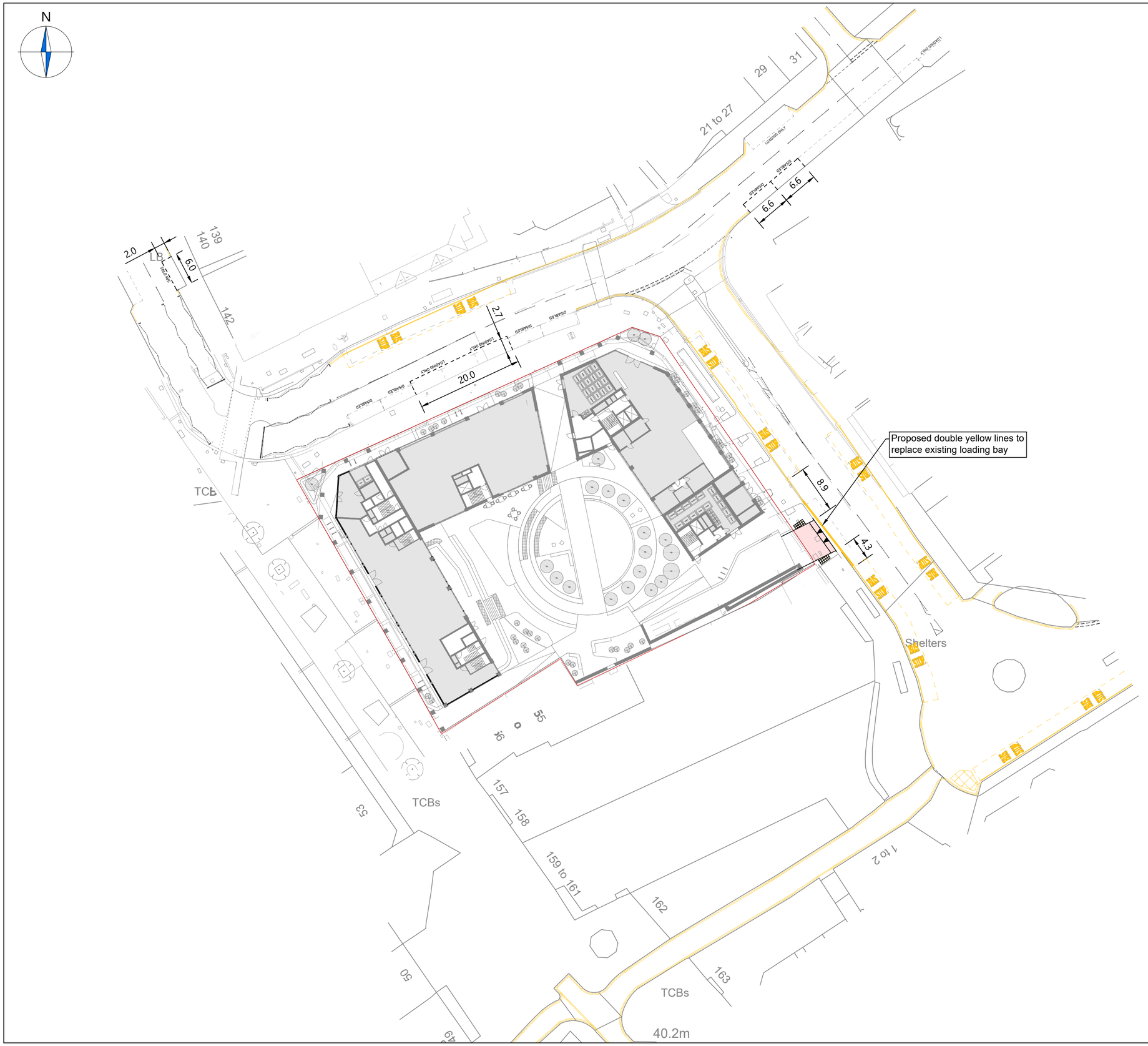
Existing Highway Arrangement

Scale:	Size:		
1:500	A2		
Drawn by:	**Checked by:**	**Approved by:**	**Date:**
RLM	CC	SM	15.11.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	001	1 of 1	...

CA_5274_001 EXISTING HIGHWAY ARRANGEMENT.DWG



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	Site boundary
	Proposed copenhagen crossing
	Proposed tactile paving

Rev	Details	Drawn	Checked	Date
C	Updated layout	RLM	CC	26.03.2024
B	Updated layout	RLM	CC	28.02.2024
A	Updated layout	RLM	CC	02.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Highway Arrangement

Scale:	Size:
1:500	A2

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	SM	08.01.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	002	1 of 1	C

CA_5274_002_C PROPOSED HIGHWAY ARRANGEMENT.DWG

Appendix F

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	Proposed layout

Rev	Details	Drawn	Checked	Date
C	Updated layout	RLM	CC	26.03.2024
B	Updated layout	RLM	CC	28.02.2024
A	Updated layout	RLM	CC	16.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Ramp Arrangement

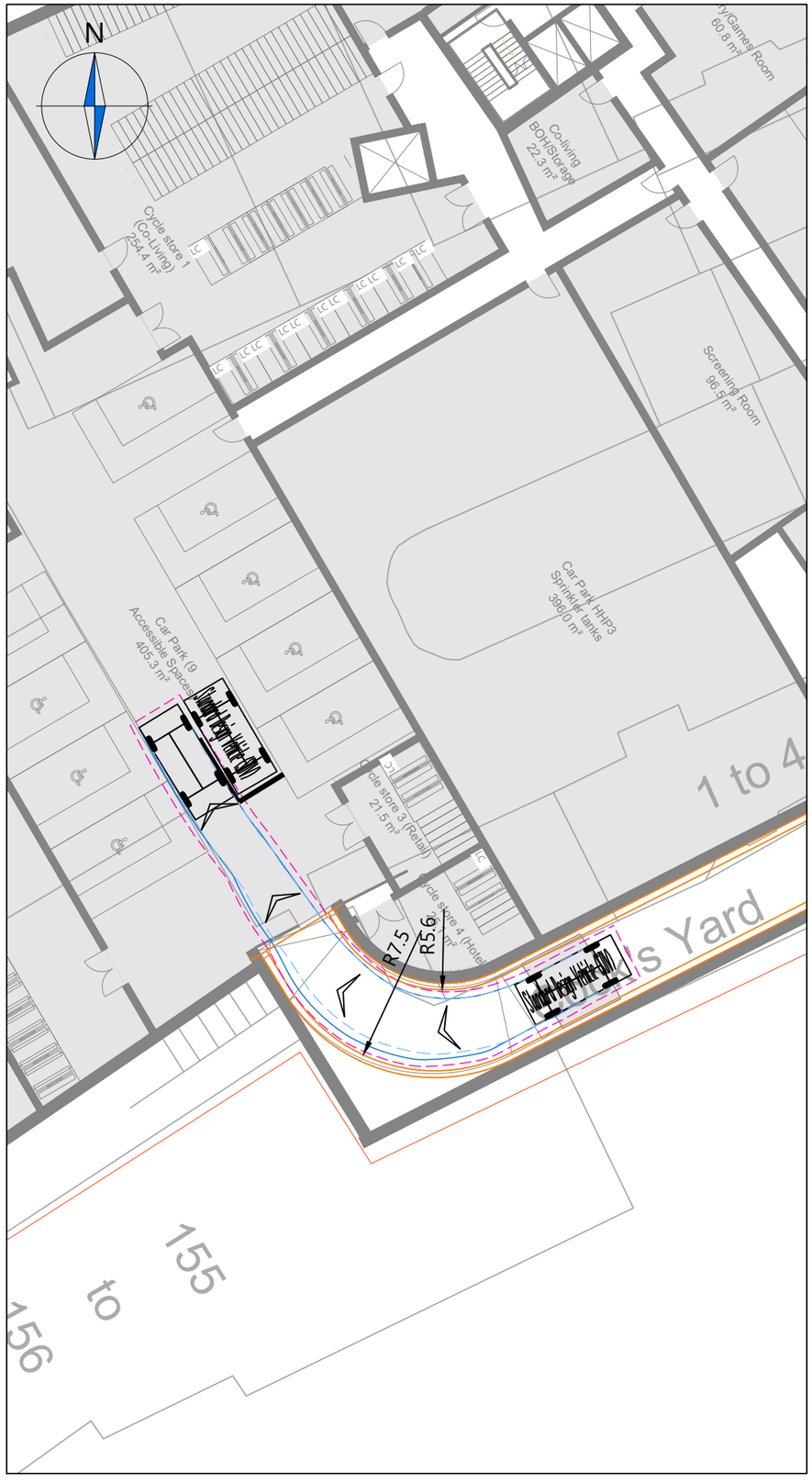
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	09.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	003	1 of 3	C

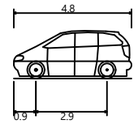
P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_003_C Proposed Ramp GA.dwg



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Standard Design Vehicle



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
C	Updated layout	RLM	CC	26.03.2024
B	Updated layout	RLM	CC	28.02.2024
A	Updated layout	RLM	CC	16.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Proposed Ramp Arrangement
Swept Path Analysis
Standard Design Vehicle

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	09.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

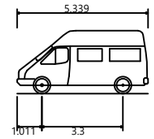
Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	003	2 of 3	C

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_003_C Proposed Ramp GA.dwg

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

3.5t Panel Van (Wheelchair-Adapted Car)



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
C	Updated layout	RLM	CC	26.03.2024
B	Updated layout	RLM	CC	28.02.2024
A	Updated layout	RLM	CC	16.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

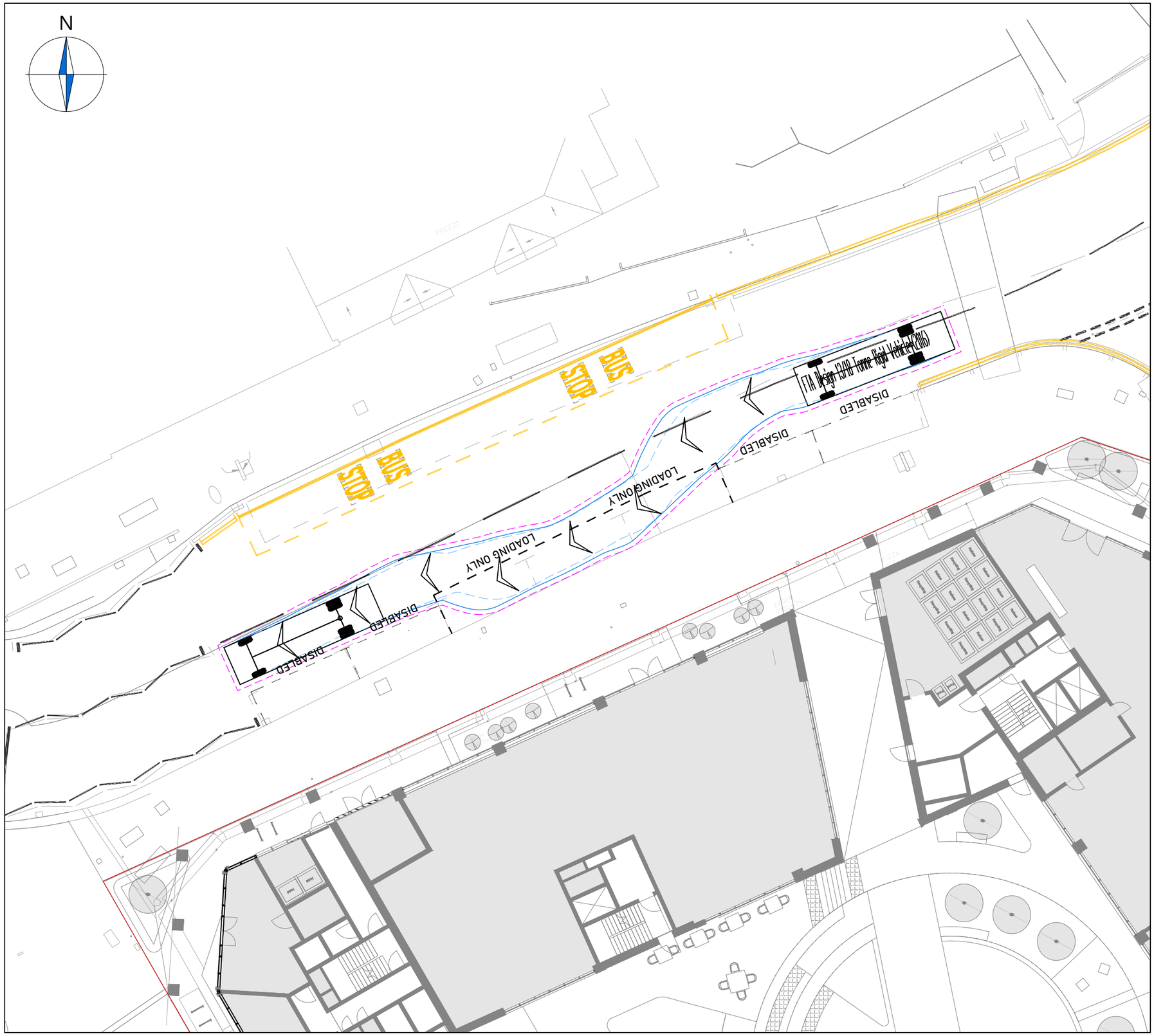
Proposed Ramp Arrangement
Swept Path Analysis
3.5t Panel Van
(Wheelchair-Adapted Car)

Scale:	Size:		
1:250	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	09.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	003	3 of 3	C

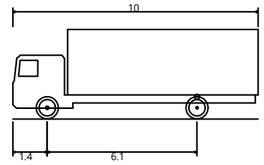
P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_003_C Proposed Ramp GA.dwg



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

10m Rigid



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Swept Path Analysis
10m Rigid

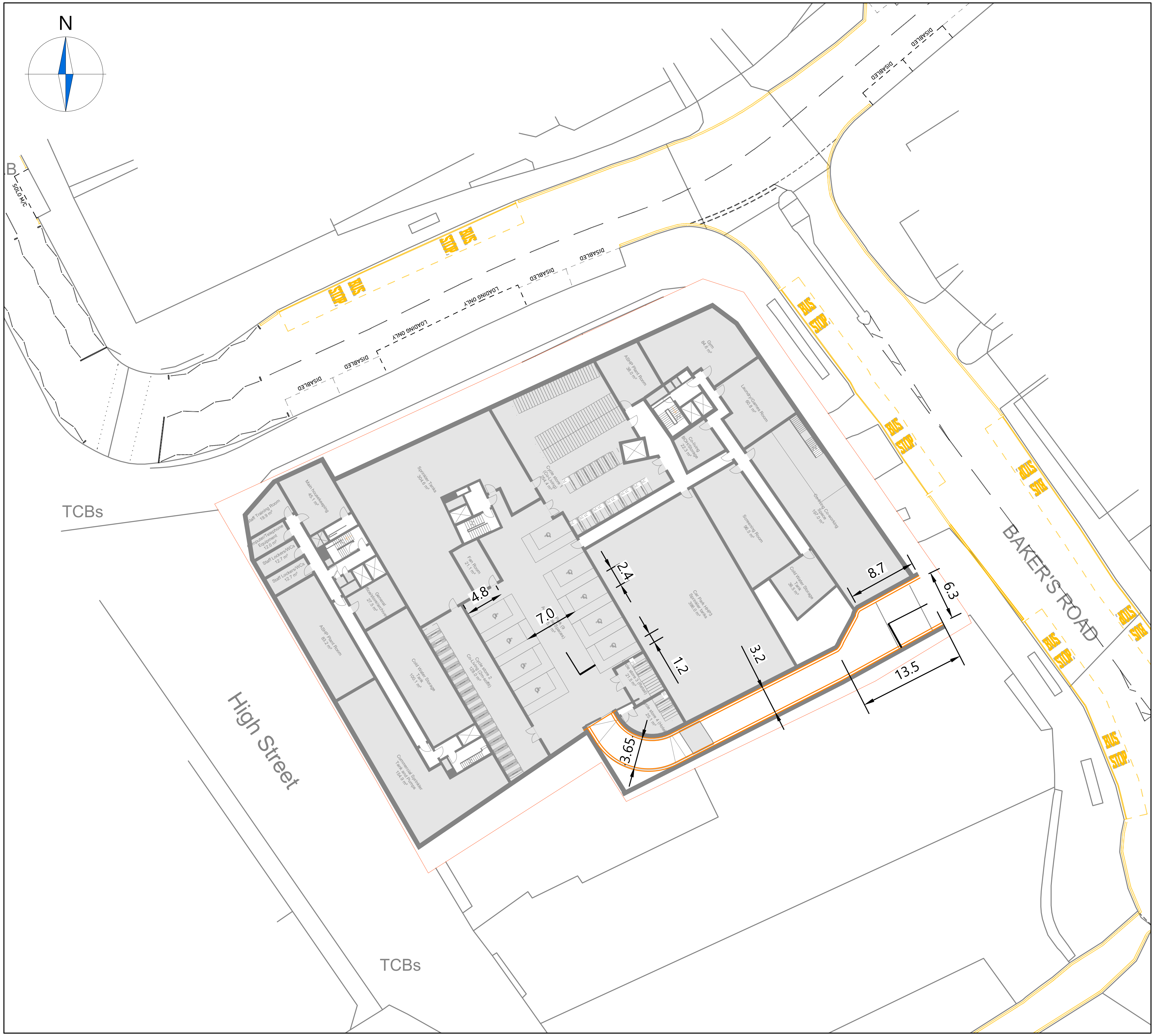
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	09.01.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR001	1 of 1	B

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_TR001_B Swept Path Analysis.dwg



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Basement Arrangement

Scale:	Size:
1:500	A3

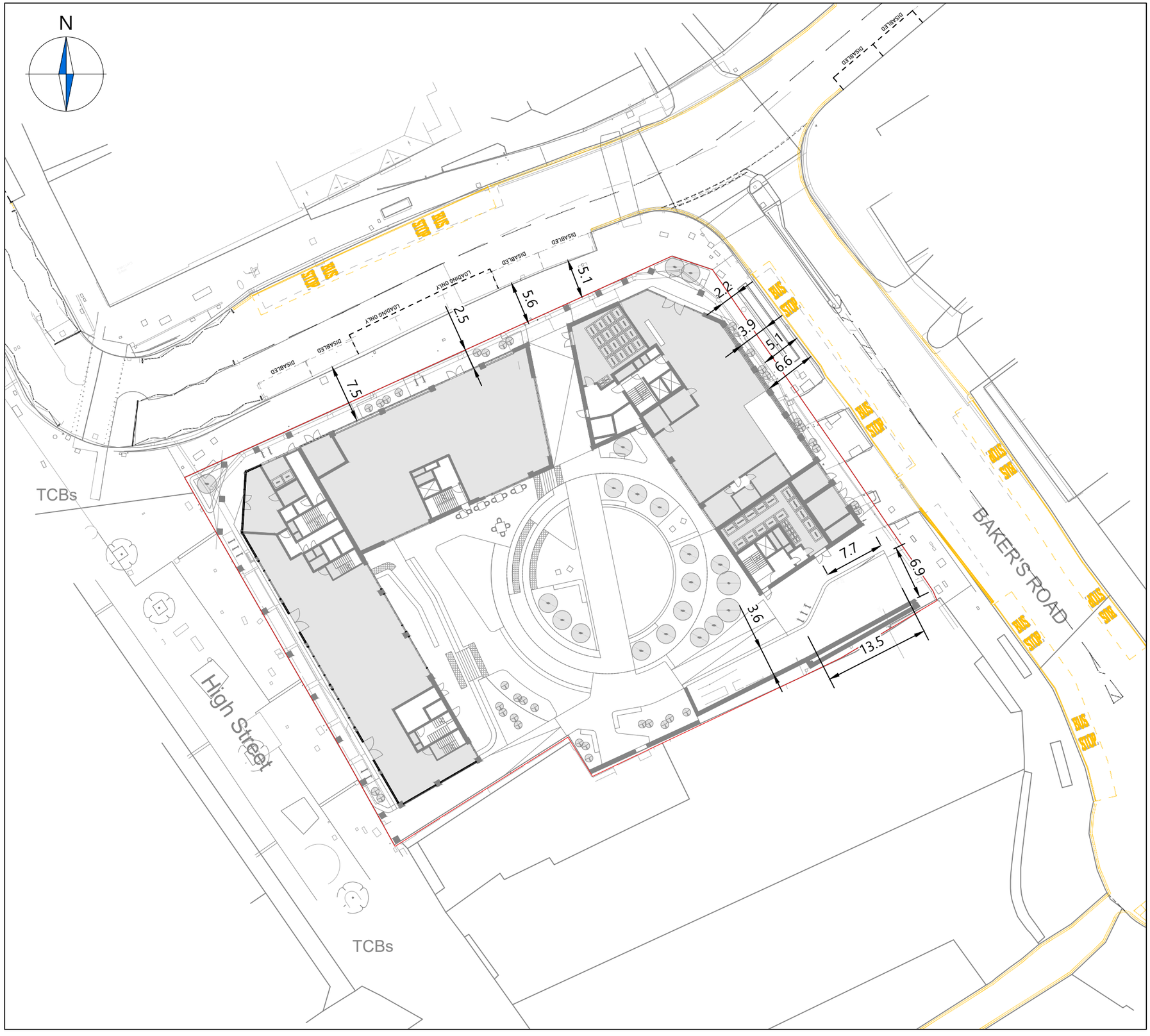
Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	02.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR002	1 of 5	B

P:\2023\5274 -148-154 High Street, Hillingdon\Drawings\CA_5274_TR002_B Swept Path Analysis.dwg



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Ground Floor Arrangement

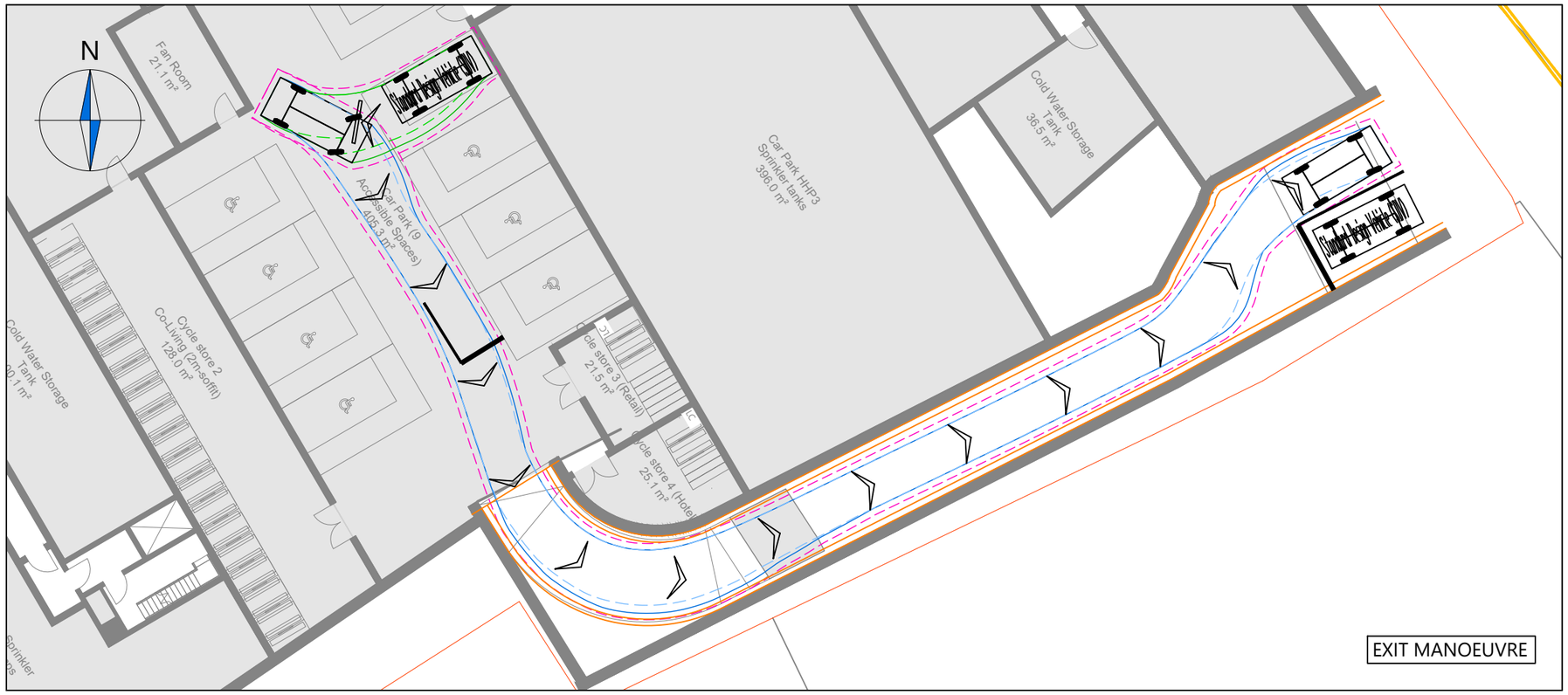
Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	02.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR002	2 of 5	B

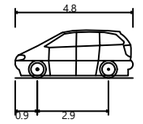
P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_TR002_B Swept Path Analysis.dwg



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Standard Design Vehicle



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

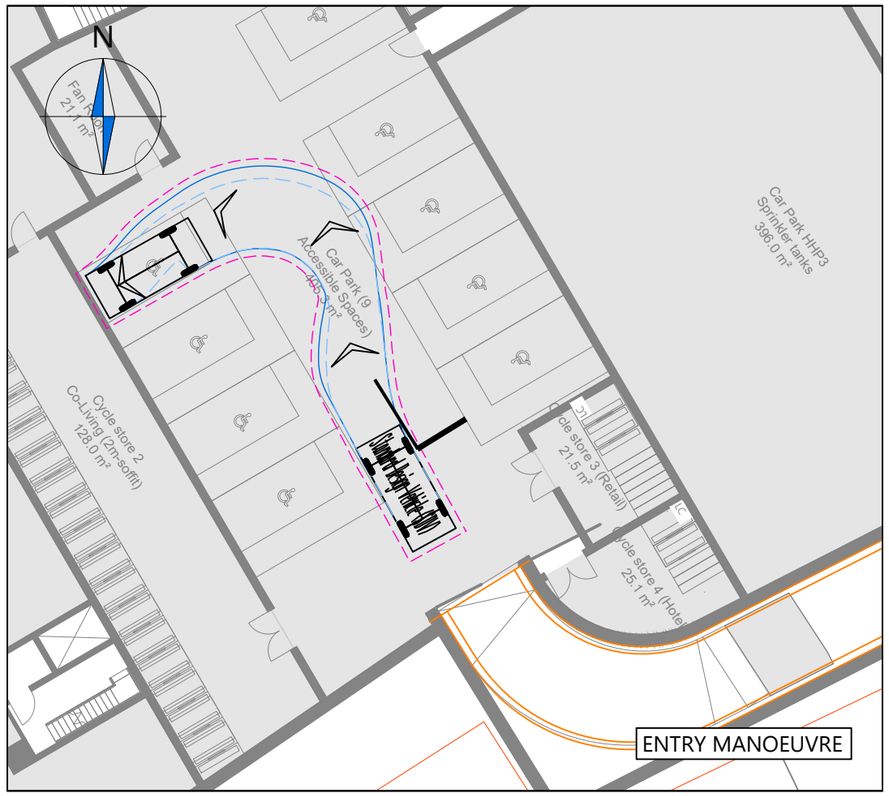
Swept Path Analysis
Standard Design Vehicle

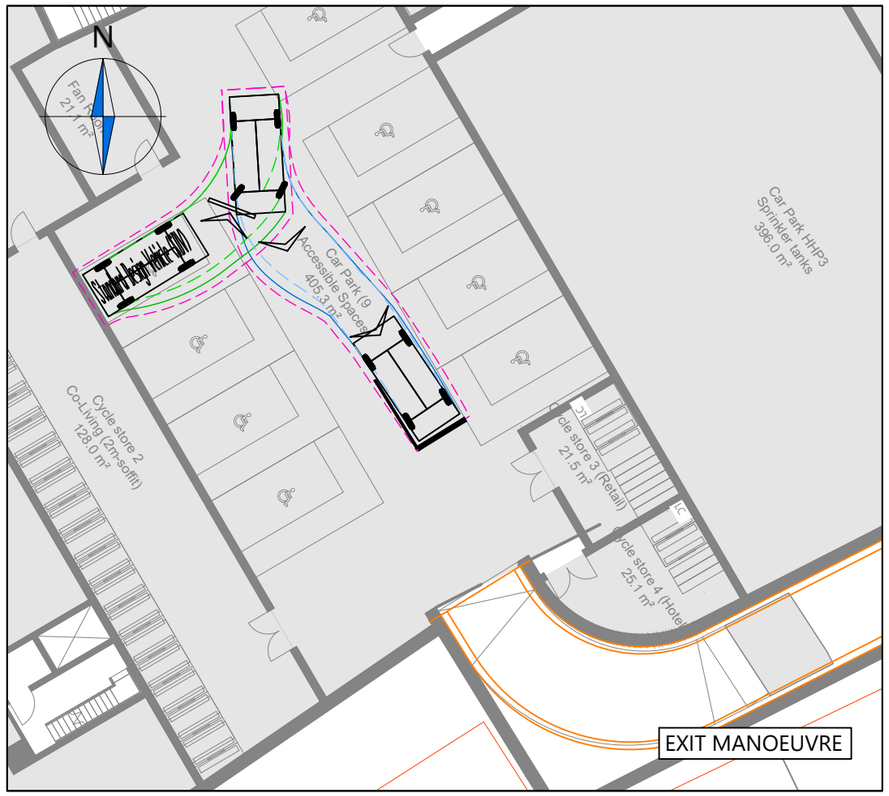
Scale:	Size:		
1:250	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	02.02.2024

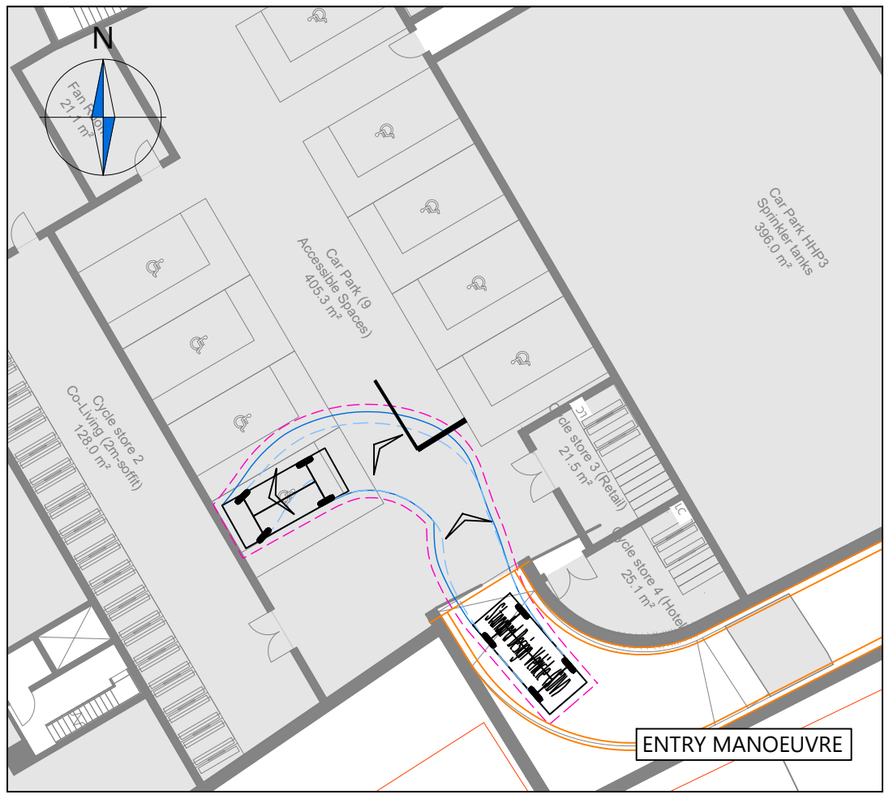
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

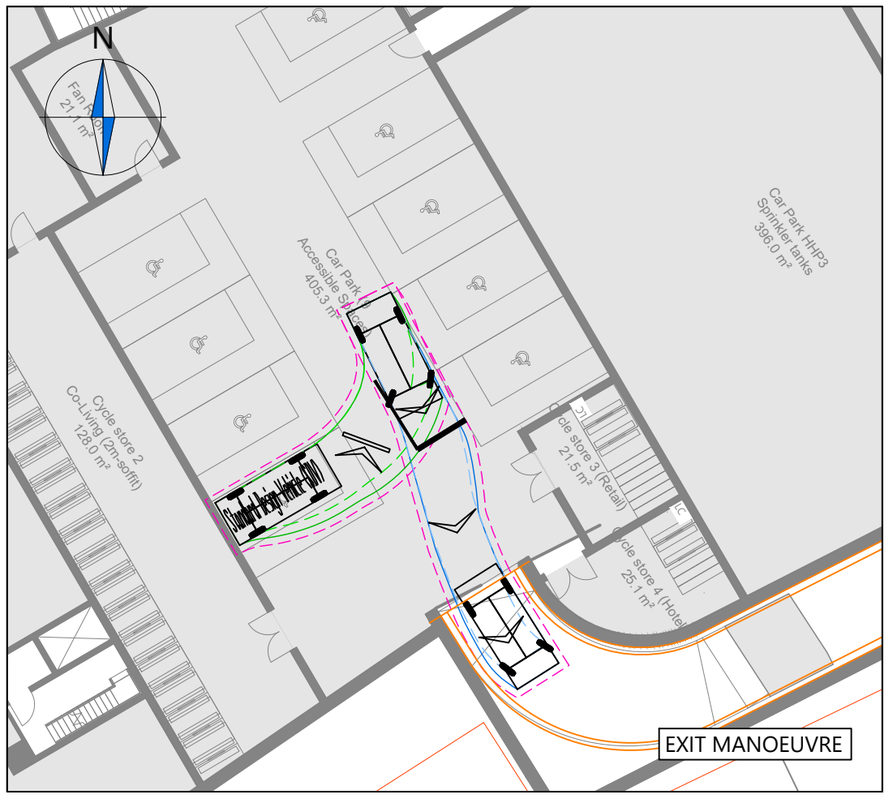
Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR002	3 of 5	B

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_TR002_B Swept Path Analysis.dwg





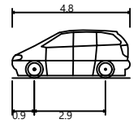




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Standard Design Vehicle



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Swept Path Analysis
Standard Design Vehicle

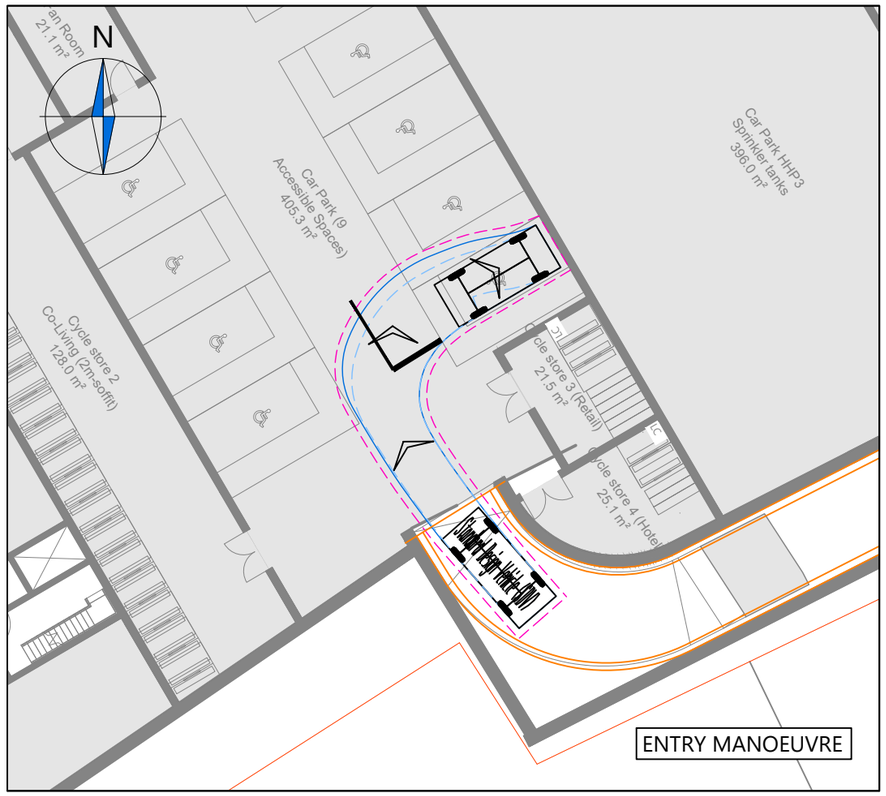
Scale:	Size:
1:250	A3

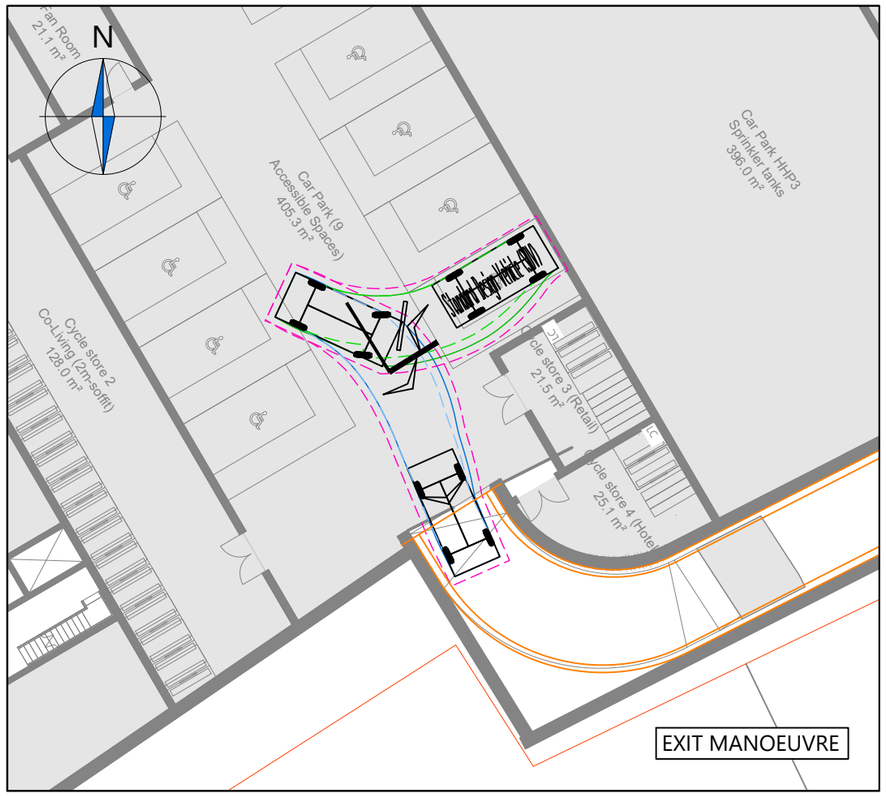
Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	02.02.2024

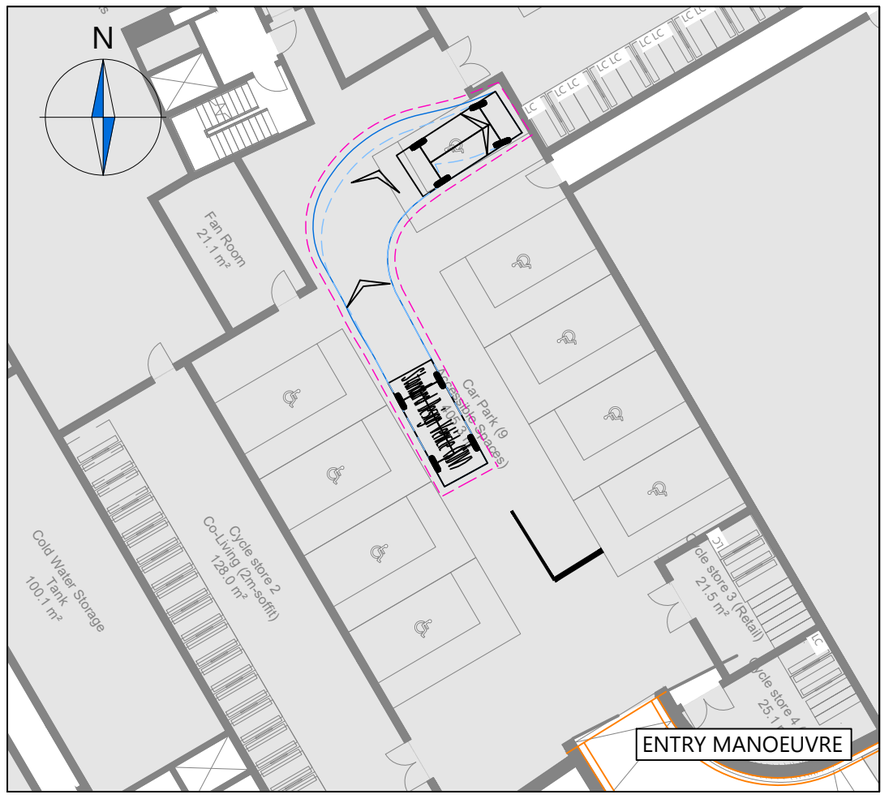
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

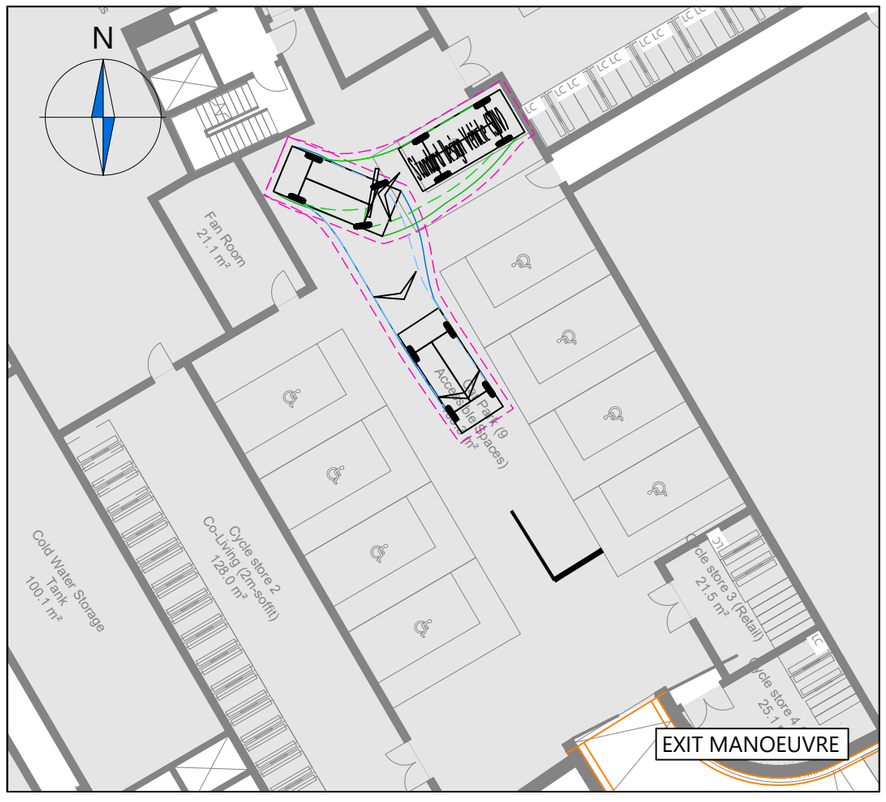
Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR002	4 of 5	B

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_TR002_B Swept Path Analysis.dwg





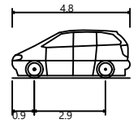




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Standard Design Vehicle



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear	Reverse Gear
300mm buffer	

Rev	Details	Drawn	Checked	Date
B	Updated layout	RLM	CC	26.03.2024
A	Updated layout	RLM	CC	28.02.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street
Hillingdon

Drawing Title:

Swept Path Analysis
Standard Design Vehicle

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	CC	02.02.2024

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	TR002	5 of 5	B

P:\2023\5274 - 148-154 High Street, Hillingdon\Drawings\CA_5274_TR002_B Swept Path Analysis.dwg